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Volume 2 Issue 2 February 1996 £1.95

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Fokker D.XXI PORT PROFILE

SCALE PLANS

1/72nd scale plans of the Fokker D.XXI

DUTCH DEFENDER

R.J.Caruana takes a look at the Fokker D.XXI

Fokker D.XXI UPPER PLAN

SPITFIRE Mk XVIe

Warbird Production's new 1/48th scale mixed media kit is built by Mitch Thompson

Fokker D INVERTED

Fokker D XXI STARBOARD

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Colin Peck builds the Blue Max SPAD VII. CI

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1:48
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48015 Spitfire 1/V £4.25
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72010 Vampire ejection seat and two wing drop tanks £3.95
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1:48
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48005 Two MB Mk4A Ejection seats with colour photo £3.95
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EDITORIAL

Firstly, a happy New Year to all our readers worldwide. I haven't got much to say this month other than to thank all the readers who have taken the time to write and call with their encouragement over the somewhat hectic period the magazine went through in October 1995. Thank you all for bearing with us.

You will see our News Update pages this month have grown in content once again and I hope that we can continue to bring you all the news and gossip each month on the same sort of scale from now on. It will of course depend on the market but a visit to the Toy Fair should furnish us with lots of news for next month.

In the meantime I hope you enjoy the contents of this month's edition and until next month...

Richard.A.Franks
Editor

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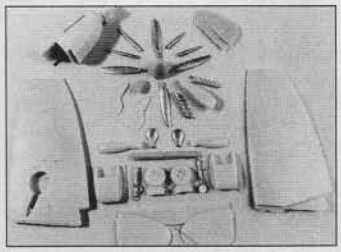

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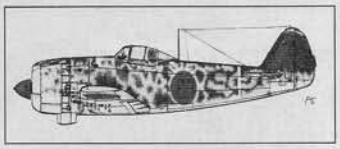

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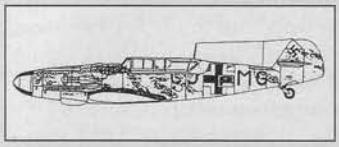
News Update

Falcon

Although this company's main business is the range of Clear Vax canopies produced under both the Falcon and Squadron labels, a decision was recently made to drop

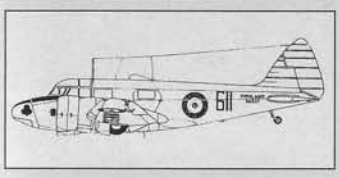


the range of vac-formed kits and conversions and to move into the limited run injection moulded field. The first release will be the Re2005 in 1/48th scale with either Italian A.F. or A.N.R/Luftwaffe markings. Ventura will inject the kits and produce the decals and each is listed at £19.95 in the UK. To follow this will be three versions of the two seat Bf109G-12 and the rest of the Re2000/2001/2002 group all at 1/48th scale.

In the Clear Vax series the most recent sets are No. 22 1/72 RAF, No. 23 Italian A.F. Pt 2 and in 1/48th No.32 Japanese Navy and No. 33, General WWII (inc. Dutch, Rumanian, French and Russian types). This last set will concentrate on the various kits recently tooled by Ltd Models.

Ventura

In the future a range of Fireflies, including all the trainers, drones and target types will be produced in 1/48th scale. The Mk 1 should be the first in production late in 1996. The most recent issue from this source is the high altitude Spitfire MkIX and



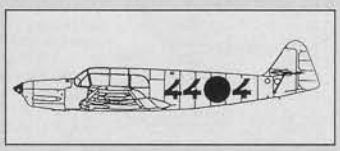
this should be followed by a new range of 1/72nd scale Meteors. The first in a series of softback books entitled Ventura Aero Update has been produced and we hope to be able to bring you a review of this in the near future.

Due soon should be the 1/72nd Beaufort upgrade based on the Frog kit and the new Airspeed Oxford Mk 5 kit. Both of these kits are limited to 500 copies worldwide so if you want one, act quickly.

Kiwi Wings

With the release of the CA-12, 13 and 19 Boomerang this series will shortly cover the turbo-Boomerang, CA-14. Improvements over the original tooling have been made and the second production batch will include a revised cockpit floor, sharper trailing edges and the replacement of the metal wing tips with plastic versions. Considering D.Batt's review of this kit (See Vol 1 Iss 11 Page 630-635) I suspect these revisions will make the kit a bit more user friendly.

Next in this series will be the range of Bf108s in 1/48th scale. These will consist of decals for Prof. Messeschmitt's aircraft (D-MITT), a Condor Legion machine, German Embassy, London and American Embassy, Berlin operated machines (KW4804); Spanish A.F, RAF impressed, Yugoslav, Bulgarian and



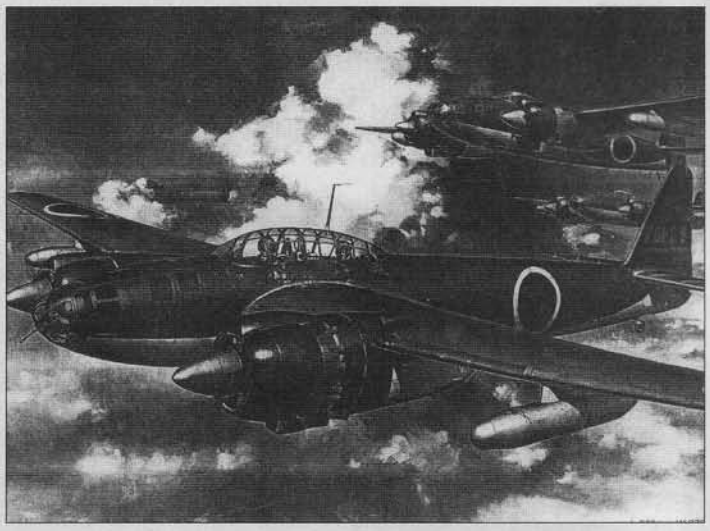
Hungarian A.F. (KW4805), B-2 in French A.F, Luftwaffe and USAAF evaluation colours (KW4806); D in two North African, Luftwaffe markings (KW4807) and a special boxing of a B-1 in Manchurian Air Lines colours under the "Sankoh Models" label for the Japanese market. This kit will also be available in a limited form worldwide (KW4808).

Tasman

From this source there will be a 1/72nd scale P-51 Mustang and this will be available in four colour options; USAF/NACA and Air National Guard from the western, southern,central or eastern states.

Due mid-1996 should be the Firefly Mk5 in 1/72nd and this will mark the start of a series of Fireflys to this scale. This will be followed by a series of Fairey Gannets, the first of which will be the AEW version.

Delayed from production is the 1/72nd CAC Sabre upgrade which would include the Hobbycraft Canadair Mk 5 Sabre kit. This kit will have two boxings, one in a SE



Asian theme and the other in RAAF markings. Both will be produced in just 500 copies worldwide.

On the cards, but not confirmed, may be the MB-339 in 1/48th and the IA58 Pucara and T-34C Turbo-Mentor in 1/72nd. All are requested items but production is not definite yet.

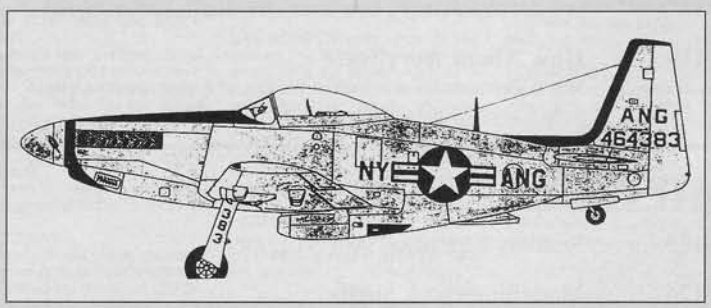
The Bristol Beaufighter model discussed for possible release has been cancelled, as High Planes intend to do a new kit of this in the near future.

Eduard

New kits from this source will be the Albatross D.V and the Sopwith Triplane, both to 1/48th scale.

New etched brass sets will include (1/72), B-17 waist area (72174), Do 17Z interior (72178), Do 17Z exterior (72179), J-35 Drakken (72180), T-28 Trojan (72181), Ar 234C (72184),He162 (72185), A-7E Corsair II (72188), F-117A (72189) and A-4M Skyhawk (72190). In 1/48th there will be sets for the TA-4J (48149), S-3A Viking (48156), Avia S-199 (48158), Horten IX (48159), AH-64A Apache (48160), F-117A interior (48161), F-117A exterior (48162), Macchi C.202 (48163) and Macchi C.202 flaps (48164).

For prices and availability on all the Eduard range contact Four Plus UK on 01702 559308.



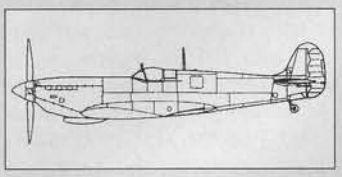
Hasegawa

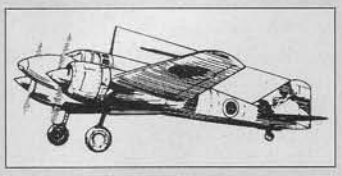
The latest issues here are in 1/72nd scale a N1K1 Kyofu (Rex) in both early and late versions. There will be two new 1/72nd scale kits of the Hurricane, first as a Battle of Britain era Mk Ib and this will be followed by the cannon-armed MkIIc. The "Tokyo Defence" Shinden I mentioned last month is indeed another boxing of the J7WI Shinden with spurious and colourful markings for a 1946 what-if? scheme. Re-boxings in this scale will be the I-16 in Finnish markings, another boxing of the C.202 and the Ki-61 in 244th FG markings. A Ki-43 II Oscar is listed which is another re-issue, along with the B5NI Kate which will include markings from the conflict with China in 1939, one of the F15J (JASDF) in 1995 Gun Meet markings. The best news as far as I'm concerned is the release of a new 1/72nd scale kit of the P1Y1 Ginga Type II (Frances) and the Ki-45 KAI Toryu (Nick). These will be followed by the PIY2 nightfighter version and the Ki-45 KAIc Toryu (Nick). Although these kits are listed as new I wonder if they are from the same moulds as the ones issued by Revell in the 1970's as they are now being covered again, albeit separately, by Hasegawa. Only time will tell I'm afraid.

Other new kits due in 1/72nd scale are the SBD-4,5 & 6 Dauntless, the TBM-3 Avenger, Spitfire Mk VIII and Mk IX, Focke Wulf Fw 190A-3 & A-4, F2A-2 and RAF Buffalo, Dewoitine D520 in either French or Vichy A.F markings, F-86D (JASDF or USAAF) and the Ki-46-II (Dinah) in either the Command Reconnaissance or Air Defence variants.

In 1/48th scale there will be a new F6F-3 Hellcat, the Macchi C.202 in special markings, the P-51D in

Pacific theatre markings, complete with rockets, the Ju 87R-2 Stuka with the snake markings down each fuselage side, Bf109F in Eastern Front markings, the Ki-100-I Otsu, Ki-44 Shoki and F-4B/N Phantom. Re-issues will include the Macchi C.205 and the A-7E Corsair II.





Due for release at a later stage in 1/48th scale will be the P-47D-25 and P-47D-30 Thunderbolt, the A6M2 Type 11 and Type 21 Zero and the F-86F-30 (USAF) and F-86F-40 (JASDF) Sabre.

In 1/200th scale there will be a Virgin Atlantic B747, JAL DC-10-40, SAS DC-9, JAL MD-11 "New Bird II", Korean MD-11, Swissair MD-11 and Korean B747-200. These will be followed by an ANA B777-200 and a JAL B777-200.

HUMA

Due next in 1/72nd scale from this manufacturer is the Junkers Ju 287V1 (£26.95) and the Messerschmitt Me 209V1 (£15.75).

The UK source for the Huma range is Hannants.

Blue Rider

Notice has been given that this company has discontinued its range of vacformed kits.

DRAGON

There have not been all that many new aircraft kits from this manufacturer of late and for 1996 the ex-Trimaster Me 262A-1a/U1, Focke Wulf Fw 190D-9 and Messerschmitt Me163S are listed along with an all new Mistel 2 composite.

Planet Models

This new company produces 1/72nd scale resin kits complete with decals. The range is of Luftwaffe 1946 types and these are; BV P192.01 (£22.50), He P1079A (£25.95), Me P1110/I (£22.50), Me 109TL (£22.50), Me 209H/V1 (£22.50) and the Me P 1110/II (£22.50).

The source for the prices quoted is Hannants.

Classic Airframes

The Boulton Paul Defiant is due very soon and the UK price looks set to be £24.95. If you want a copy let Four Plus UK know on the number quoted earlier.

MPM

The latest release in this company's limited-run injection moulded range of 1/72nd scale kits is the CA-5/9 Warraway. The UK price is £9.95

Phoenix

This is another company which has announced that it is to discontinue its vacformed range.

Revell

Latest releases here are the F-104G in 1/72nd (£8.95), the Fokker D.VII in 1/28th (£12.50), the McDD F-4F Phantom in 1/32nd (£28.50) and the LZ129 Hindenburg in 1/720th (£12.50).

New items for 1996 will include the HH-53 Golly Green Giant (Italeri tooling), H-34G Choctaw (Italeri tooling), Focke Wulf Flitzer, Messerschmitt Me P1099, N.A FJ-4 Fury, Sukhoi Su-34 and a re-issue of the F-18 Hornet. In 1/48th scale there will be a Lippisch P-13A (Ex-Mauve?) and in 1/32nd there will be an Alouette II. In 1/35th scale there will be the Souix gunship (H-13H). Also listed is an F4F, so this is either a Phantom or a Wildcat.

News has it that many of the old FROG toolings have been acquired by Revell and that they will be cleaned up and re-issued in 1996. The list so far includes the Sea Vixen, Skua, Vengeance, Gannet, Canberra 8, Starfighter, Lightning F6, Shackelton and Blenheim IF. Many of these kits will be welcomed by modellers but with the recent issue of an all-new F-104G from Revell I can't see any logic in re-issuing the old FROG version?

In 1/144th there will be the KC-10 and IDS Tornado and an all new kit of the giant Junkers G-38 airliner.

Not really an aircraft, but of interest because of the possible deck occupants, there will be an all new kit of the Graff Zeppelin aircraft carrier. I don't have a scale for it but the inclusion of Bf 109T's and Ju 87C's on the deck could be most impressive!

AMT

Hopefully by the time you read this the new 1/48th scale F7F Tigercat (£13.99) and P-40N Warhawk

(£10.99) will be available. Next should be the A-20J Havoc in 1/48th and the YB-49 in 1/72nd.

Testors

News is that this company's excellent range of Model Master enamel paints will soon be available in the UK. Many of you will have come across them listed in certain kit manufacturers painting guides (e.g. Italeri). These paints come in glass jars of about the same size as the AeroMaster paints and the UK price is likely to be about £1.05 per bottle.

Model News

Following on from the Bf 109T-0/1/2 mentioned last month, the latest issue

from this company is the A-36A Apache. This limited-run injection moulded 1/72nd scale kit is very good, although the canopy might not be much use as it is a bit cloudy. The UK price for the kit is £5.99 and the source is Hannants.

Leading Edge

A recent conversation with this company revealed a few new products in the pipeline. On the decal front there will be a sheet for the CL-215 in both 1/72nd and 1/48th. This will be followed by a series of 1/72nd scale decals for the Lancaster and Halifax in RCAF service. The Lancaster sheet will include the amazing machine with a sharksmouth on each engine cowling.

Following this will be a series of markings for the Sabre in RCAF service and the Voodoo. The Voodoo sheet will include both red and blue machines as well as the camouflaged variants.

Kit wise there will be two new versions of the Challenger 601 in 1/72nd. Following on from the Canadian and German example (See Vol 1 Iss 10 Page 543) there will be two ECM versions, one of which saw operations during the Gulf War.

XXX

With the release of the cockpit tub for the P-38 this company will follow it with a similar product for the F-111 and F-14. Both will be in 1/48th scale and they are both designed for the Academy kit.

These will be followed by a Lockheed 322 Lightning conversion. The Type 322 was the version sent to the RAF for evaluation and this new conversion will be in 1/48th scale and will be based on the Academy kit.

Italeri

Items due in 1996 from this firm will include re-issues of the SR-75 Penetrator, the V-22 Osprey in both 1/72nd and 1/48th, the Hustler (1/72nd) and the IDS Tornado (1/48th). The new items are the Bf 109G-6, Mistel (Ju 88A & Bf 109F), IL-28U Beagle, MH-53E, UH-34 Sea Horse, Dornier Do 217 and Fritz X, Henschel Hs 129B-1, Kamov Ka-29 Helix, Messerschmitt Me 210A-1, CH-47D, Sepecat Jaguar GR.1, Junkers Ju 87B-5, Tornado ECR and

MiG-27.

In 1/48th there will be the C-130H, Ka-50 Hokum and AC-130.

MSP Models

A new name from Russia which I noted in the USA recently. This company has released a 1/72nd scale injected kit of the Polikarpov I-15. The price in the USA is just $7.95

Maquette Ltd

I know you thought that I said I had finished with new Russian firms but I forgot this one. The first product

from this company is a 1/72nd scale kit of the Ilya Murometz V heavy bomber of WWI. Designed by Ivor Sikorsky, the model will be most impressive even in this small scale. The price in the USA is $19.98 and I only hope that the model will soon become available in the UK.

Model Russia

Another new name from Russia. This company has already issued a 1/72nd scale injected kit of the Polikarpov I-185 and this has recently been joined by a Polikarpov R-1, Yak-3, Yak-7 & Yak-9. The only prices I have are from the USA and they are $7.95 for the R-1 and $5.95 for the rest.

Firefox

Yet another new name from Russia. The first issue from this company is a 1/72nd scale injection moulded kit of the Be-4 light reconnaissance seaplane. The price in the USA for this kit is $9.98

Lancaster Plans

It has come to our attention that the scale plans given free with the December edition of *Scale Aviation Modeller* were not reproduced to 1/72nd scale.

This has resulted in a scale which equates to 1/4" to the Metre. To correct the drawings to true 1/72nd scale will require an enlargement by a factor of 116.364%.

We apologise to all our readers for the confusion this has caused.

Toga

Yes, you guessed it, this is another new name from Russia. Once again it is producing 1/72nd scale injection moulded kits and the first is the IL-4T torpedo bomber of WWII. The price in the USA is $26.98

Unda

A new company from Moldavia. The first kit from them is the Mil-4 Hound helicopter and this 1/72nd scale kit is listed at $13.98 in the USA.

Mach 2

New products from this 1/72nd scale limited-run injection moulded kit manufacturer are the TBM-3W Avenger with USN, French A.F and Suez conflict markings, a Bloch 131 with options for three French A.F machines and the Amiot 351/354 with the option for either the single (351) or twin (354) tail configuration. All of these kits were noted in the USA and are priced at a staggering $53.98 each. A Dornier Do-26 is also due from this firm and it will include Luftwaffe and civil markings but the US price is an even more unbelievable $99.98

The UK source for Mach 2 products is Hannants.

LTD

Recently produced in the Czech Republic for this American firm and due for release in the UK very soon are new 1/48th scale limited-run injection moulded kits of the CAC CA-13/19 Boomerang and the LaGG 3. Both kits will be about £23.50 in the UK and the entire range is imported by Pocketbond Ltd.

Look out for resin cockpit tubs for these two in the near future from True Details.

Encore

The latest editions from this range are a 1/72nd scale Su-35 and Su-27. Both of these kits originate from Russia and I hope they have been cleaned up because when I originally saw them they were full of flash.

Also offered in 1/72nd scale is the old Alpha kit of the Yak-6. Under the Encore label the model is offered either with skis or a conventional undercarriage.

The price for the Su-34 and Su-27 is $14.95 in the USA, so the UK price should be about £11.99. The Yak-6 costs $9.98 for each version and that should work out to about £7.99 in the UK.

The UK importer for the Encore range is Pocketbond Ltd.

Monogram Aviation Publications

The latest book from this American firm is due for release very soon. Entitled "German Aircraft Cockpit Interiors 1935-45 Vol 1" it is written by Kenneth A. Merrick. This hardback book will be packed with

information on numerous aircraft interiors and will be a "must" for any Luftwaffe fan. The price has been set at $49.95 and advance orders are now being taken by the publishers.

New titles due for issue in 1996 are "Secret Jet Planes of the Third Reich, The Projects" and "The Official Monogram US Army Air Corps Aircraft Color Guide 1942-1947 Vol 2". Work is also continuing on "The Official Monogram German Aircraft Color Guide 1935-45 Vol 2" and I can only hope that will we see it released in 1996.

If you are interested in any of the Monogram Aviation publications range contact them at:

P.O Box 223, Sturbridge
Massachusetts 01566. USA

Sierra Scale Models

Due for release in the USA in December was the Curtiss-Wright CW21B Demon and Curtiss-Wright SNC-1 Falcon. Both kits are in 1/48th scale and are resin. They will be followed by the Curtiss BF2C-1 Hawk II in February.

Planned in their 1/48th scale vacformed range is the Anatra Russian two-seater, DFW C.V, Grigorovich M5 flying boat and a conversion for the Monogram T-6 Texan to make it into the earlier, fabric covered variant.

In 1/72nd scale there will be the Keystone B-4 and the Curtiss B-2.

The UK source for Sierra Scale Models is Aeroclub.

Scratchbuilders

This is an American firm which seems to specialise in large scale models. The main components are resin with injected engines, metal undercarriage, vacformed canopies and decals. The range so far is; 1/32nd I-16 rata Type 10 (Russian, Chinese & 2x Spanish Civil War decal options), 1/32 Beechcraft F-17D Staggerwing (USAAF and civil markings), Messerschmitt Me 410 Hornisse (2 x Luftwaffe markings), 1/32nd P-39 Airacobra, Q or N variant (Russian, RAF & US decal options)and the J7W1 Shinden.

The size and quality of these models does reflect in the price however and the above kits cost $89.95 (I-16, F-17D, P-39 and J7W1) or $111.95 (Me 410). The decals though are available separately at $5.00 per sheet.

Due in the future is the TBF Avenger, B.P Defiant and Ar 234B. If you are interested in these products and can afford then, drop Scratchbuilders a line at:

6025 Marsh Hawk Ct,
Elk Grove, California,
95758-4835 USA

Monogram

The 1996 releases in the Pro-Modeller series will include the P-47N, B-17G, B-24D, P-51B, B-25J and an all new kit of the Bf 110G-4.

It is nice to see that the B-24D is coming back but with the usual price increase which seems commonplace with this series I dread to think what its UK retail price will be.

Whilst talking about the Pro-Modeller series I have noticed that Revell are listing the He-111 & V1 under their label in 1996. This seems strange as this kit was originally listed under the Pro-Modeller series, although it has not yet been issued. I wonder if we will not see it under this series in the UK, but only get it under the Revell label?

Tamiya

Due for release about now is the P-51B/C Mustang in 1/48th scale. The P-51D kit will be issued in two boxings; one in Pacific theatre markings and the other in Korean War markings. The MiG-15 will follow very shortly and hopefully the rumours about the two-seat UTI are

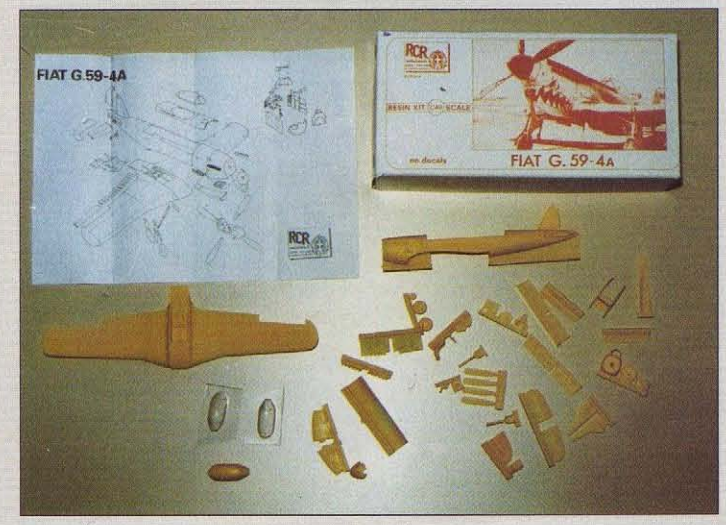
true. I also hope that the whispers about a series of 1/48th scale Hurricanes and Beaufighters will also be true.

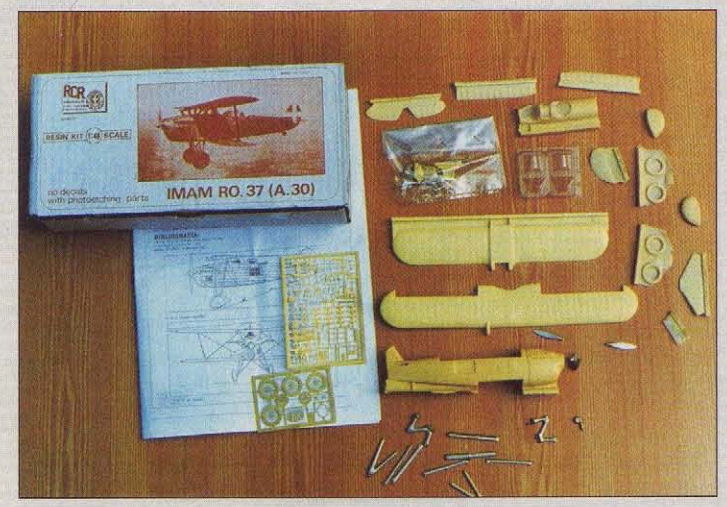
The 1/32nd scale F-4C/D Phantom is due very soon and the good news is that the UK price is down to £79.99. Hopefully the F-15E will join it at this price. The F-4 comes with markings for AF 40829 "Scat XXVII" (F-4C) and AF 66279 "Terrible Tyke" of the 497th TFS, 8th TFW (F-4D). The F-4D includes the Loran "towel rack" antenna on the ventral spine, an AN/ALQ-87 ECM pod, drop tanks and MK 82 LPGP's with extended fuses. The F-4C also includes the Mk 82's, although they are not fitted with the extended fuse. The kit also included AIM-9E Sidewinders and AIM-7 Sparrow missiles.

The completed model measures 55.5cm (22")long with a 36.8cm (14.5") span. To support all this model it will come as no surprise to hear that the undercarriage legs are die-cast metal. Word has it that the fuselage is split horizontally and that all joints are hidden in panel lines or behind fairings.

RCR Models

Available in 1/48th scale and made of resin are new kits of the Fiat G-55, G-59-4A and G-59-4B. These will be followed by the Ro-37 observation aircraft and the Breda 65 light bomber.





The UK price for the G-59's seem to be about £35.00+ and I have seen examples in Hannants.

E.P Original Models

This Italian firm produces excellent quality resin kits and conversions to 1/48th scale. The first issue was a conversion for the Hasegawa/Secter Fiat G-50 which converted it to the prototype and preproduction versions. Next came the two-seat Fiat G-50B which was also based on the Hasegawa/Secter kit and recently this has been joined by a complete kit of the Re 2001.

I don't have a UK price or source for these kits so if you are interested write to the company at;

E.P Original Models
20098 S.Giuliano Milanese,
Via Goito, 24, Milano, ITALY.

La Bancarella Aeronautica

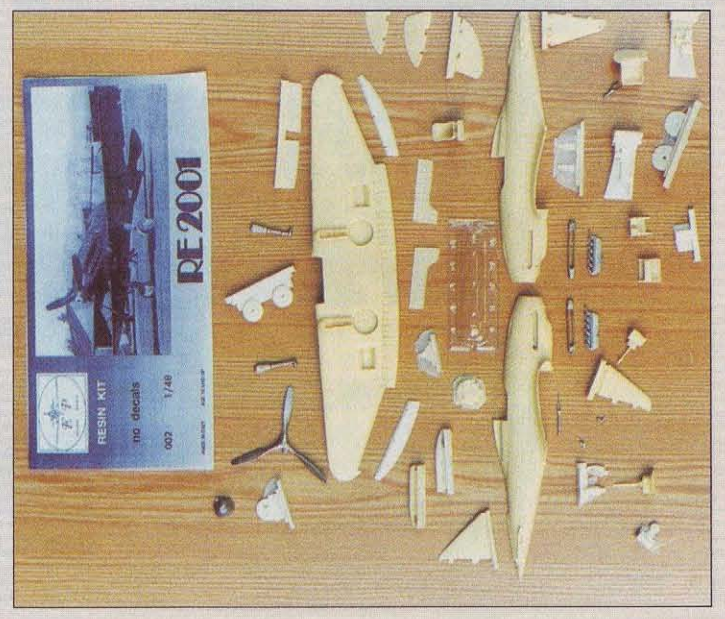
Those of you who read the review on the first book produced by this firm (Fiat CR-42 See Vol 1 Iss 8 Page 468) may be interested to hear that they have now issued the second title in the series.

This new edition is on the Macchi C.202 and the title follows the same format as used in the previous title.

If you want a copy they can be obtained in the UK via Midland Counties Publications.

THANKS

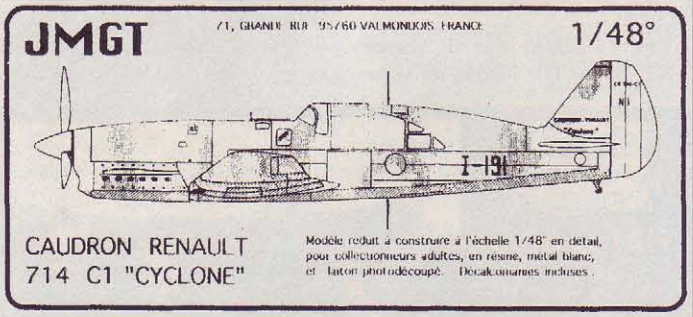
I would like to extend my thanks to IPMS (Italy) for their assistance with some of the more unusual kit releases mentioned this month.



Previews

TECHNICAL DATA

Kit: Avro Lancaster B.1 **Manufacturer:** Airfix **Scale:** 1/72nd **Price:** £15.99
Type: Injection Moulded Plastic
Parts: Plastic: 97, Clear: 16
Decal Options: 4
Supplier: Airfix Ltd, Marfleet, Hull. HU9 5NE
Tel: 01482 701191 Fax: 01482 712908



TECHNICAL DATA

Kit: Cauldron Renault 714 C1 'Cyclone' **Manufacturer:** JMGT **Scale:** 1/48th
Price: £TBA **Type:** Resin, White Metal and Etched Brass
Parts: Resin: 12, Etched: 21, Metal: 10, Clear: 2
Decal Options: 3: French, Polish and English
Distributor: Hannants, Trafalgar House, 29-31 Trafalgar Street, Lowestoft, Suffolk. NR32 2AT
Tel: 01502 517444 Fax: 01502 500521

TECHNICAL DATA

Kit: Republic P-47N Thunderbolt **Manufacturer:** Academy Minicraft
Scale: 1/48th **Price:** £12.49
Type: Injection Moulded Plastic
Parts: Plastic: 116, Clear: 9
Decal Options: 1: 456th FS, 414 FG, Iwo Jima 1945
Distributor: Toyway, PO Box 55, Unit 20, Jubilee Trade Centre, Jubilee Road, Letchworth, Herts. SG6 1SG
Tel: 01462 672509

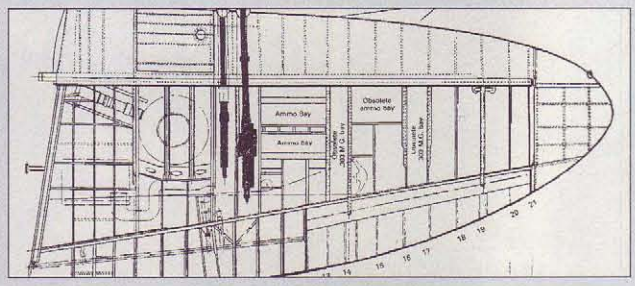
Next Month

P1127 & Kestrel

Alan Key looks at the use of these forerunners of the Harrier and brings you some photographs of the survivors.

Late Series Spitfire

Peter Cooksley brings you a detailed look at the F.22.



Spitfire Wing

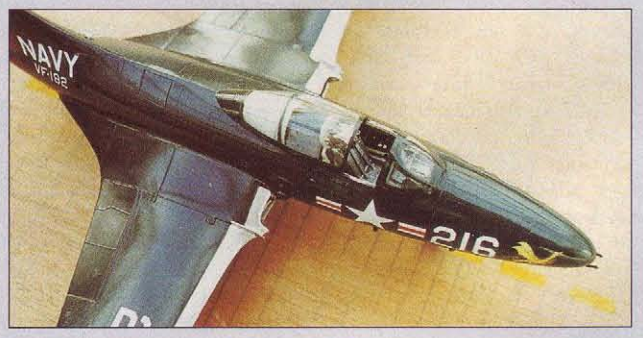
Vasko Barbic looks at this confusing area of the Spitfire and brings you a single point reference source of all the different types.

Loire 46

P. Green takes a look at this inter-war parasol French machine and includes 1/72nd scale plans.

Hawker Sea Hawk

Richard Carruana gives this classic carrier fighter his usual coverage, including colour artwork and scale plans.



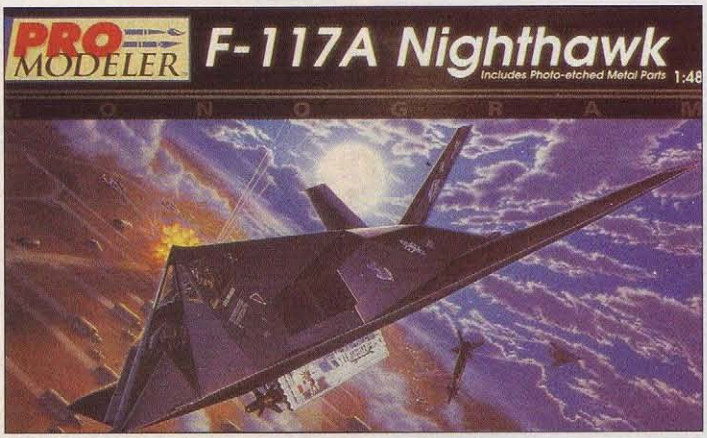
Panther

Colin Peck details the Monogram kit with the reheat etched brass detail set.

Plus all the latest news, reviews, accessories, decals and more...

Reviews

F-117A "Night Hawk" Stealth Fighter



TECHNICAL DATA

Manufacturer: Monogram
Scale: 1/48th
Price: £21.50
Type: Injection moulded plastic & etched steel
Kit No: 5922
Parts: 95 plastic, 26 etched steel
Decal Options: 2
Distributor: Revell (GB) Ltd
Foster House, Maxwell Road,
Borehamwood, Herts. WP6 1JB
Tel: 0181 207 1213
Fax: 0181 207 1517

The Kit

The F-117A Nighthawk is the third release in Monogram's Pro-Modeller series and is an upgrade of Monogram's earlier Stealth Fighter kit. It boasts a fret of photo etched metal parts, flattened tyres, new ejector seat construction, new decal sheet and best of all for me a large booklet of instructions and references.

Construction

First impressions were quite impressive. A large beautifully designed box and inside a lot of kit! There are a lot of large parts, i.e. fuselage, superstructure and wings etc. Yes, it's going to be a big model and hog the space of about four 1/48th scale Bf 109's in the model room!

Construction begins with the assembly of the new ejector seat which takes some careful thought as the fit is not the best and the alignment of the parts is not obvious. Once painted the seat is then fixed into the cockpit tub along with etched metal harness buckles and the control column. The cockpit unit assembly is then fixed into the fuselage superstructure. The instrument panel also goes in at this stage and fits directly into the superstructure. There are good black and white photographs on each page of the construction manual. As far as the cockpit references go, colour photos would have been better but I think I'm asking too much as the general reference material is faultless.

The next job is to build in all the other interior fuselage details. These are details such as the forward looking infrared system (FLIR) and the downward looking infrared (DLIR) system, wheel wells and bomb bays. The clear panels for the FLIR and DLIR systems, along with the canopy and beacon lights are all clear yellow. This is something that I did not know about the stealth and could have so easily missed, so nice one Monogram.

Unfortunately the ease of construction ended when my attention turned to the wings. I fitted the wing tip lights in and then tried to fit the wings together. To hold the two halves together you will need six or seven clothes pegs and loads of masking tape and patience!

Once dry, I applied loads of Squadron green filler all round the leading edge and tips. The elevons fit snugly into the wing and then the wings are attached to the fuselage. Then the fun and games start again. Care must be taken to get the alignment right and again loads of pegs to hold everything in place. On each wing there is a large location peg which fits through a hole in the fuselage. These pegs have to be cut off flush at a later stage and any gaps filled. The join between the wings and fuselage is not good and large gaps will have to be filled.

Once the exhaust assembly has been fitted the superstructure follows; more fun and games. This has to be glued down in stages as it will not be done in one. Starting from the tail with lots of pegs work your way forward. The nose cone is attached and more filler is required at the wing roots.

Each one of the tail units is in four parts and are meant to have movable rudders, but again the fit is so bad that I found it easier to glue them in place. Then more filler! The tabs which slot into the fuselage are too long and need to be trimmed down a lot to make them fit.

The various etched metal grills and screens that fit all over the Stealth are now cut from the fret and fit well into their various holes and they are easily tacked in place with Superglue.

The undercarriage is a simple construction but needs a lot of cleaning up, it does however fit well into its location points. The weapons bay doors and weapon trapezes are assembled and fitted and then all wheel wells and weapons bays are painted matt white. The smart bombs are painted Olive Drab but were left until the main black paint job had been completed.

Painting

Not the most exciting colour scheme I have ever come across; Black! However once a good coat of black paint covers up all the filler some of my reservations about the model vanished. The great beast loomed at the end of the model bench! I used Tamiya acrylic gloss to get a good base for the decals.

Decals

This kit includes a nice set of decals by Scale-Master and they settled nicely down onto the painted surface with absolutely no silvering. Once a coat of Micro-Scale Micro Matt Acrylic Varnish had been applied the carrier film completely disappeared.

The option I went for was the non Desert Storm version. A F-117A of the 9th TFS, 49th FW, Holloman AFB in New Mexico.

Decal Rating: 9/10

Conclusion

Once built it is a very impressive model but it can be a bit of a struggle to put together, but as Rob Sullivan once said to me, "Modelling"!! The etched metal parts are very good, the decal sheet is excellent and the instruction manual is both interesting and informative. It's a pity about some of the poor fitting parts and flash. If you are a Desert Storm enthusiast then this upgrade is a must for your collection and does build into an impressive kit. I look forward to the P-40, Do 335 and He 111 upgrades.

Recommended.

My thanks to Revell (GB) for the review sample.

Mitch Thompson

Focke Wulf Fw 190D-9

TECHNICAL DATA
Manufacturer: Bilek/Italeri
Scale: 1/72nd
Price: £4.99
Type: Injection moulded plastic
Parts: 51 plastic, 3 clear
Decal Options: 1
Maj Gerhard Barkorn, JG6
Supplier: The Turntable
11 Bell Vue Terrace, Blackwood Hall, Lunddendenfoot, Nr Halifax, West Yorkshire. HX2 6HG
Tel/Fax: 01422 883489

The Kit

Bilek have distribution agreements on many ranges and one such range is Italeri. Many of the kits from this company have recently been issued under a joint Bilek/Italeri packaging. All the examples I have so far come across are in the old header style bag and this packaging of the Fw 190D-9 is no different.

The Italeri kit has been around for a few years now and although it was the best available for many of those years I think it has recently been eclipsed by the excellent version from Hasegawa.

This new issue however has the added bonus of decals for Major Gerhard Barkhorn's machine whilst he commanded JG6. The decals are made by Propagteam.

Construction

This could not be easier, although once you get the bag open and fold out the instruction sheet a few things will strike you. First of all the manufacturer has used a copy of the Trimaster box art for the 1/48th scale Fw190D-9 to head the start of their instructions and secondly, as you open up the instructions you will find that you start at the middle stage (2), then go on to the last (3) before turning over the page and being at the beginning (1), all of which is very confusing? The two photocopied photographs included are alright, but both are of Fw190A or F series machines.

Making the kit up is simply a case of assembling and painting up the interior to your own preference and then assembling the remainder of the model around it. All of the joints are good and you should only need a small amount of filler here and there. Whist discussing the cockpit interior you should note that if you wish to upgrade the interior there are etched detail sets in the Eduard range for the Italeri kit available.

All of the information I could find showed that Barkhorn's machine had a blown cockpit canopy, so use kit parts 24, 25 & 26. There is no centre line carrier or bomb on any of the pictures I have seen so delete these components from your model.

One of the main areas you will have to fill and sand is the leading edge fuselage to wing joint. Here you will find the inboard cannon barrels, so I would advise you to remove them before you do such work.

Colour Options

As I have already said there is only one option in this kit and that is for Maj G.Barkhorn's machine whilst he was in JG6. There seems to be some confusion as to what colours this machine was in and the various titles I have seem to have it in a combination of RLM 74/82/76 or RLM81/82/76 or even RLM 75/82/76. I opted for a combination of RLM 74/81/76 and used the colours from the AeroMaster Warbirds Color range to paint my example.

With the model primed with Halfords acrylic primer I applied the undersurface (RLM 76) colour first (AeroMaster 9027). This was followed by the solid areas and side mottles for the RLM 74 (9025) and then RLM 81 (9028). The propeller and spinner are RLM 70 (9023), the cockpit interior is RLM 66 (9022) and the undercarriage bays, legs and door interiors are RLM 02 (9020).

Once dry the entire model, less canopy, was given a good coat of Revell gloss varnish prior to the application of the decals.

Decals

The examples in this kit are produced by Propagteam in the Czech republic and they are very thin and have reasonable colour depth. There was no registration problems on my examples and the only area where the dark undersurface colours affected the decals colour was on the red/white/red rear fuselage band. All of the decals are best slid off their backing paper directly into position on the model otherwise you run the risk of them curling up or breaking.

I used a combination of AERO Set and MICRO Sol decals solutions and found this had the desired effect. All of the decals bar the two-part tail band settled down with one application of the decal solvent. The fuselage band however took about three or four attempts.

Overall the decals are good although the fragile nature of them meant that some of the smaller stencils were very difficult to apply.

Decal Rating: 7/10

Conclusion

Overall the Italeri kit has always been one of the more accurate versions of the D-9 and although it has been surpassed by the Hasegawa kit it is still very reasonably priced in comparison. For the £4.99 asking price of this kit you also get the Propagteam decal sheet for less than it would cost if you bought kit and decal sheet separately.

Recommendation

The ease of assembly and good detail of this kit make it one which I can thoroughly recommend to all.

My thanks to The Turntable hobby shop for supplying the review sample. See his advert elsewhere for all the kits in this range.

Richard A. Franks

Supermarine Spitfire Mk 22

TECHNICAL DATA

Manufacturer: Ventura
Scale: 1/72nd
Price: £10.49
Type: Limited run injection moulded plastic
Parts: 25 plastic, 2 clear, 1 metal
Decal Options: 1
PK656, 73 Sqn Ta Kali, 1949.
Supplier: Mary-L Models
100 Home Orchards, Cotswold Mews, Yate, Bristol. BS17 5XG
Tel/Fax: 01454 880396

The Kit

Following on from the previous Mk XV and Seafire kits, Ventura have recently issued a limited-run injection moulded kit of the late series F.22.

The kit comes with vac formed canopies and a small square of mesh for the radiators plus one white metal component; the control column.

Construction

As always with a kit from this manufacturer your first task, which will take up many hours, is to remove the parts from the heavy sprues and clean them up. The manufacturer does point out that the success of their products depend on careful preparation of the parts and not lots of filler at a later date. As I had already made the Seafire Mk XV (See Vol 1 Iss 8 Page 415-6) I was well aware of what I was letting myself in for, but I am afraid that I really do like the late series Spitfire so I could not help myself.

Your first task is to clean up all the flow lines from inside many of the parts and for this you will really need a grinding bit in a drill. If however you do not have such a tool then you are in for a long hard period of sanding and filing. The cockpit interior is sparse and all the kit includes is a basic instrument panel and rear bulkhead, the seat and that metal control column. My method here is to clear up the cockpit sidewalls and detail them as I feel necessary and then paint before gluing the fuselage halves together. Once dry I add the instrument panel and rear bulkhead from underneath and this allows me to make all the necessary modifications so that these parts fit. The seat is added next and you should add etched seat belts if you so desire at this point. Once all of this is dry two lengths of plastic strip are cut to rough lengths so that they will reach from the instrument panel to the rear bulkhead. Once glued in place and dry the control column is glued in position between the strips with epoxy cement from above.

With the cockpit and fuselage finished the wings can be assembled. Here you will find that many dry runs are required before you get a good fit as there is a lot of excess plastic to remove. The holes for the wheel wells have to be tidied up and once the wing is together they will also have to be boxed in with strips of plastic card. The radiators seem a little too deep on this model and they are quite heavily moulded. However you must make up some blanking plates for the inside of each, onto which can be added panels from the little sheet of metal mesh included in the kit.

The final task is to add the tailplanes and build up the spinner. As there is a joint all around the spinner I would advise you to make it up first, fill and file it as necessary and then add the prop blades to it other wise it will prove very difficult to sort out.

At this stage I commenced painting the model and once all of that was dry I applied the decals.

With everything nearing completion the final tasks included fitting the undercarriage, wheels and outer doors, the tail wheel, the propeller and finally the canopy. I opted to have the canopy open on my example and, as the kit includes two vac-formed canopies, this posed no real problem. Don't forget that the rear headrest shown in the instructions is not included in the kit so this will have to be made from plastic card.

Colour Options

There is only one colour scheme offered in this kit and that is for PK656 an aircraft operated by 73 Sqn RAFD and based at Ta Kali in 1949. this machine is pictured in "Spitfire the History" and the narrative goes on to say that the machine later returned to England and was eventually sold as scrap in1954.

The colour scheme for this machine is Ocean Grey and Dark Green over Medium Sea Grey. I opted to use the AeroMaster Warbirds Color enamels and therefore used 9112 (Ocean Grey), 9111 (Dark Green) and 9113 (Medium Sea Grey). The spinner is white and the propeller blades are black with yellow tips. The cockpit interior is matt black and the oleo legs and wheel centres are aluminium. All of these basic colours came from the Revell paint range.

Once all the painting was complete the entire model, less canopy, was sprayed with Revell's gloss varnish in preparation for decal application.

Decals

The decals in this kit are not that bad and I must say that the quality and thickness of these decals has improved greatly over the last few years. All of the decals in the Ventura kits are produced via silk screen printing and if you ever come across any white dots on them this is printing wax used in this process and it can be removed with a little white spirit and a cotton bud once the decal is in position.

I did not trim a large amount of the carrier film off these decals and the only ones which slightly silvered were the wing roundels, although I think that was due more to glue being below the carrier film rather than trapped air.

All of the markings went on with little fuss and I used AERO Set and AERO Sol decal solutions with no adverse effects.

Once all the decals were in place and dry the entire model was sprayed with a coat of Revell matt varnish.

Recommendation

This is another good limited run production from Ventura and one which I am sure all self acknowledged Spitfire nuts will just love to own. All Ventura kits are designed with the experienced modeller in mind and if you are such a modeller and would like a 1/72nd scale F.22 then this is the kit for you.

I would recommend this kit to all, with the proviso that you understand that it will require very careful preparation and construction.

Recommended

Richard A. Franks

North American FJ-1 Fury

TECHNICAL DATA

Manufacturer: Pegasus
Scale: 1/72nd
Price: £11.99
Type: Limited run injection, moulded plastic and white metal
Parts: 22 plastic, 2 clear, 9 metal
Decal Options: 1
Distributor: Pegasus
Lancaster House, P.O. Box 50,
Whitstable, Kent. CT5 2UX
Tel: 01227 277569
Fax: 01227 770195

The Kit

This is one of the latest releases from Pegasus and it follows their usual limited-run injection moulded plastic format with the inclusion of white metal detail parts and a set of decals.

All production of Pegasus kits is limited to 1,000 copies, so if you want an example get them while you can before they start to command collectors prices.

Construction

The soft grey plastic used in Pegasus kits is very easy to work with although I would warn everyone that its soft nature does mean that it will mark very easily.

First off, all the plastic parts have to be removed from the sprues and cleaned up. Construction begins with the fitment of the cockpit insert into the fuselage and here is the point at which I lost my sanity! The cockpit insert is white metal and no superglue I had would touch it. In the end I had to use epoxy cement and I hate that as I get more string from it than the London Symphony Orchestra. The knowledge that the metal would not stick with superglue was furthermost in my mind as I envisaged fitting the undercarriage later one, ugh!

No notes are given with regard to cockpit interior colours so I opted for black and dry brushed with grey and silver. You can add etched seat belts if you want, but I opted not to.

No weight is indicated for this tricycle undercarriage machine and I am glad to say that none was necessary, as it has perfect balance as it is.

The wings and tail are fixed to the fuselage with simple butt joints and I found these to be alright with the liquid cement I used. I did however find that one wing was warped at its outer tip and that I needed to use packing pieces at the lower side of each wingroot joint to level the wings out. Copious amounts of filler covered these modifications although I would have preferred not to have do any of it in the first place.

With all the main assembly done I applied the overall colour scheme and decals and once this was all dry I installed the detail parts. The undercarriage legs were fixed with epoxy (yet more strings!) and then the undercarrige doors, wheels and cockpit canopy were fitted. The canopy is quite well moulded although a little thick and, as it comes in two sections, your completed model can be easily posed with it open.

Colour Options

There is only one decal option in this kit and that is for an FJ-1 operated by Naval Air Technical Command at NAS Patuxent River in 1948. The machine is Gloss Sea Blue overall with a red tip to the nose and a Matt Dark Blue anti-dazzle panel just forward of the windscreen. The exhaust pipe is natural metal and the nose leg and wheel hub are aluminium. I used AeroMaster paints for the main colour, Gloss Sea Blue (9057) and Xtracolour for the anti-dazzle panel (X122). The rear exhaust panel was Oily Steel (X503) and the nose ring was red (9005).

Once the overall colours were dry the model was given a gloss coat of Revell's varnish and the decals were applied.

Decals

The decals in this kit are quite well printed and the carrier film is not too prominent. I did remove sections of the carrier film which I felt might be too noticeable, but overall the decals went on straight off of the sheet.

AERO Set solution was used to settle the decals onto the model's surface and once in position a coat of MICRO Sol decal solvent was added to draw the image into the panel lines etc. All of the decals settled down very well and the decal solutions had no adverse effects on them

Once all the images were in place the model was given another light coating of gloss varnish before the anti-dazzle panel was returned to a matt finish with a splash of matt varnish.

Conclusion

This is another very good kit from Pegasus. My problems with the metal parts are not confined to me as I have been informed by three other modellers that they have had the same problems recently. Be fore-warned therefore if you are making a biplane, as the failure to join the metal struts to the wings and undercarriage could have an effect which will increase your vocabulary (swear word wise) ten fold.

This little point aside I liked this new model from Pegasus and it will make a handsome edition to any USN collection.

Recommendation

This is a kit for the more experienced modeller. However if you have the knowledge of mixed media kits and like the subject matter I do not think you will be disappointed, just remember to get some epoxy cement in first.

Recommended.

My thanks to Pegasus for the review sample

Richard A. Franks

Vultee V-72 Vengence

TECHNICAL DATA
Manufacturer: SMER
Scale: 1/72nd
Price: £4.99
Type: Limited moulded plastic
Parts: 38 plastic, 2 clear
Decal Options: 2
USAAF & RAF
Supplier: The Turntable
11 Bell Vue Terrace, Blackwood Hall, Luddendenfoot, Nr Halifax, West Yorkshire. HX2 6HG
Tel/Fax: 01422 883489

The Kit

This is a real "blast from the past" as this is the old FROG kit which was originally released in 1970. This latest reincarnation under the SMER label sees the kit with new decals from Propagteam and a new vacformed canopy.

Construction

The first task is to decide how much cockpit detail you want to add as there is very little offered in the kit. After you have detailed the kit to your own tastes construction can begin in earnest.

Although the kit is twenty-five years old the fit of all the major parts is amazing. The wing to fuselage joint is achieved without any gaps or need for filler and the rest of the assembly goes very much the same way. Detail was never a FROG strong point and there are many improvements you could make to this kit but as it is it makes up as a good example of the Vengeance straight from the box.

The best thing about this SMER boxing of the kit is the inclusion of a crystal clear vacformed canopy. The old injected canopy is also included although my example looked as if it had been made out of fizzy plastic (full of bubbles!). The old canopy was only available in the open position and the new version with this kit comes as a complete length, which is good as this is how the canopy is shown on the RAF version.

With all the major assembly done the model had the colour scheme and decals applied before detail parts such as the undercarriage, engine and propeller were added.

Colour Options

There are two decal options in this kit. the first is an RAF machine operated by 45 Sqn at Khumbirgram, India in 1943. this machine is Dark Green and Dark Earth over Azure Blue. The other option is a US Army Air Force machine of an unspecified unit and location in 1943. This aircraft is Olive Drab with patches of Dark Green along all the leading and trailing edges of the wings and tail, with Light Grey underneath.

I opted for the RAF example because I like Azure Blue and I also liked the Saint pin-man nose art. All of the colours used came from AeroMaster's Warbirds Colour range and they were; 9110 (Dark Earth), 9111 (Dark Green) and 916 (Azure Blue). The cockpit was Interior Green (Humbrol 151) and the engine was gun metal with a black propeller with yellow tips.

Decals

The decals in this kit are produced by Propagteam and the quality is very good indeed. None of the images have large expanses of carrier film visible and my only note would be to slide the decal off the backing paper directly into position, as they can easily curl up or break.

I used the usual combination of AERO Set and MICRO Sol decal solutions to settle the decals onto the model. The entire model had been gloss varnished before the decals were applied and once they were all in place the entire model was sprayed with Revell matt varnish to seal everything into position and tone it all down.

In the end only the nose art decal silvered slightly and this did not spoil the model's looks greatly.

Decal Rating: 8/10

Conclusion

Although the basic kit is old the parts are sound and would make many a new kit look poor with regard to fit. The only problems are about detail and this area of aircraft modelling is always one of personal taste so you can add as much or as little as you like. The new canopy really does lift this kit and it makes the finished product look far more professional.

Recommendation

The ease of construction would make this an ideal kit for beginners, but the inclusion of the vacformed canopy and fragile decals do, I think, move this up into a good example for the modeller who wishes to expand his/her horizons with regard to the use of different media etc.

The kit is also well worth building for its nostalgic properties!

Highly Recommended

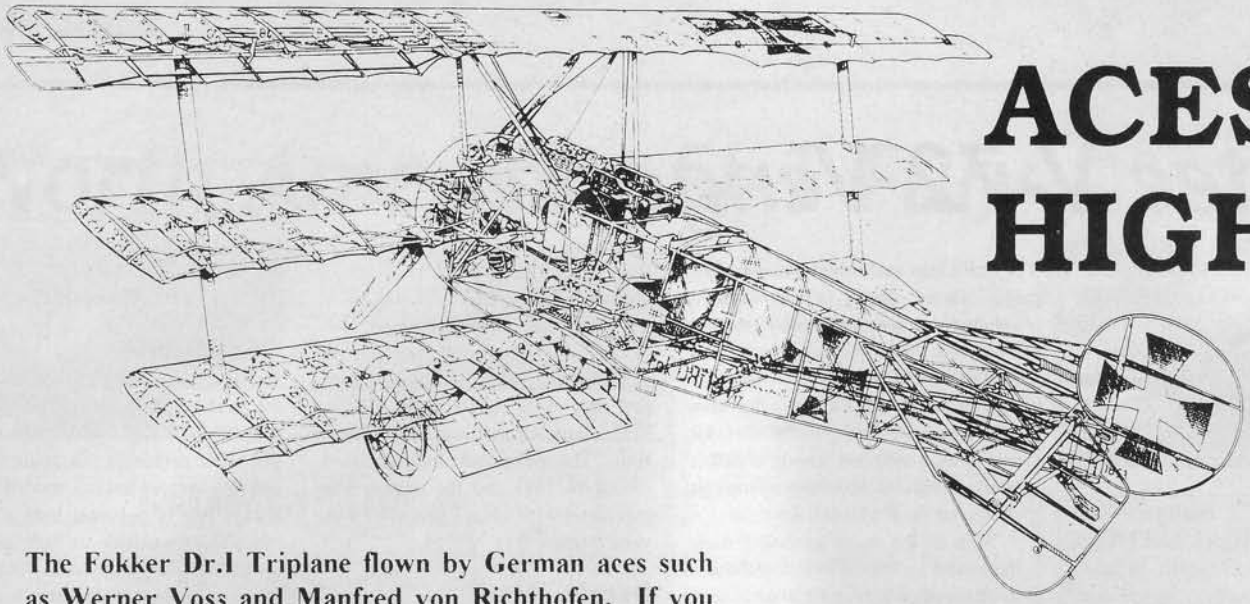
Richard A. Franks

THANK YOU

Scale Aviation Modeller would like to extend our thanks to AeroMaster for the generous supply of paints from their "Warbird Color" range for use by the editorial team.

THANK YOU

Scale Aviation Modeller would like to extend our thanks to Revell (GB) for the generous supply of paints and accessories from their extensive range for use by the editorial team.



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10th Feb

Latest from Paragon

Following on from my review of a selection of the latest editions from Paragon in last months edition (See Vol 2 Iss 1 Page 14) here are the remainder.

I will begin with the 1/48th scale examples. First is set number 4848 which is a PB-1W conversion. Based on the Monogram B-17G kit the conversion offers a new nose transparency, astro dome and waist windows, plus a new canopy etc to convert the tail to Cheyenne configuration. The resin parts consist of blanking plates for the mid-upper and ventral turrets plus the conversion parts for the Cheyenne turret and a huge ventral AN/APS 20 radome.

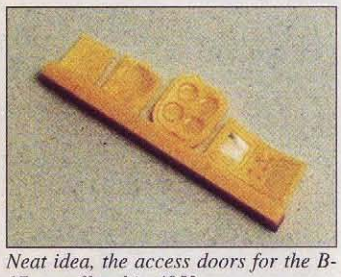
The little B.T.O "Mickey" radome offered in set 4850

This certainly will make into a most impressive model when you consider the scale of the B-17 in 1/48th and the size of that ventral radome.

Set number 4850 gives you the B.T.O "Mickey" radome. Although a very simple looking piece of resin the part would be quite daunting to make from scratch and therefore is a most useful product.

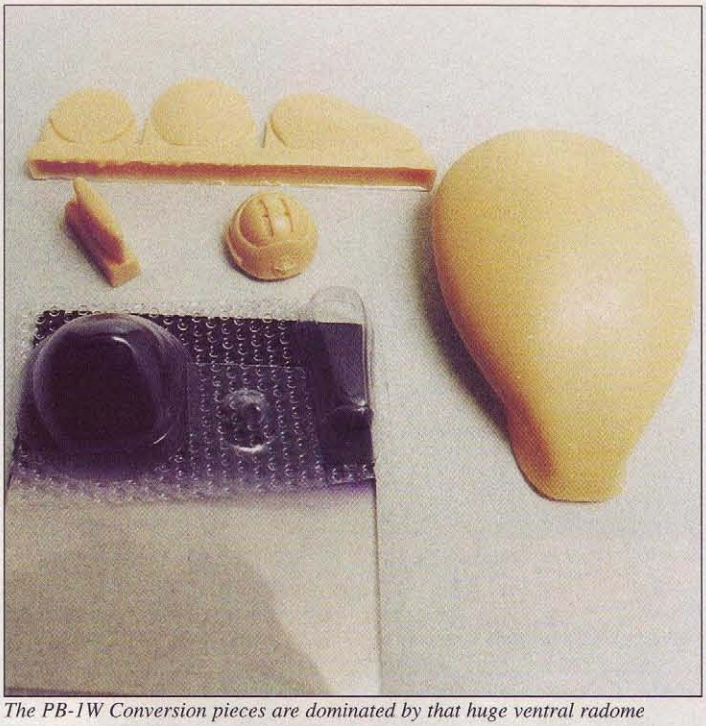
Next comes set number 4851 which is a B-17E conversion and is based on the Revell B-17F. The conversion consists of a new nose transparency and astrodome in clear vacformed plastic. The resin parts are a full set of engine cowls, four complete new sets of propeller blades which have to be fitted to the boss from the kit parts and a new Bendix ventral turret and sighting blister. All of the additional windows required on the lower rear fuselage are identified in the instructions and these will have to be cut out and glazed with Krystal Klear. My only comment here is that it would be of great benefit if the manufacturer had included some measurements for position and dimensions of these windows as it is all a bit much to position by dead reckoning. The instructions do point out that some late model B-17E's had the Sperry ball turret fitted, although with the inclusion of the early Bendix version I cannot see any reason not to use it although you will have to check your reference source to determine their suitability to your specific project.

Staying with the B-17 the next set, number 4852, offers you a full set of access doors for this aircraft. If you like to pose your models with figures etc these resin doors will be a real bonus as it will allow you to cut out the moulded examples without fear of making them useless later. All you have to do is glaze all the appropriate areas in the resin parts with Krystal Klear. No specific manufacturer's kit is indicated for this set so it should be appropriate to all.



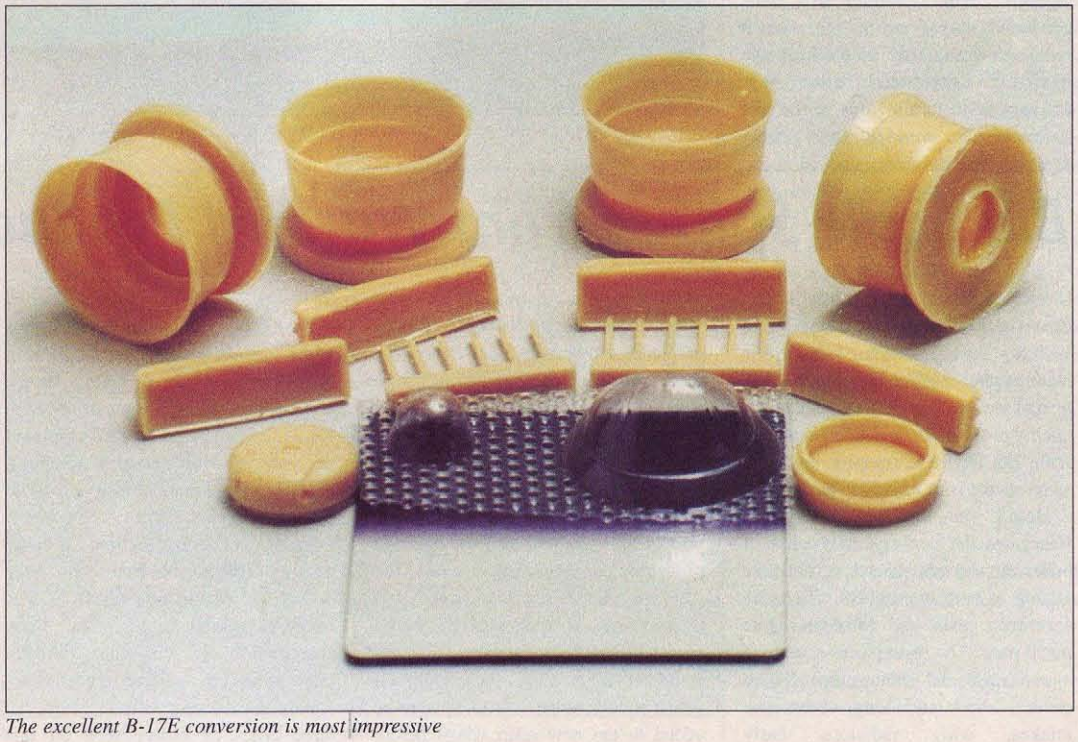
Neat idea, the access doors for the B-17 are offered in 4852

The final offering in 1/48th scale is a detail set for the bomb bay of the B-17. Numbered 48104 this set offers you a full set of side walls etc to detail the bomb bay area in the Monogram kit. The whole area is detailed with resin pieces and it is noted in the instructions that with some modifications the parts could be used in the Revell B-17F kit. You have to remove portions of the wing locating lugs and certain sections of the rear and forward floors, but all of this is indicated in the instructions. All of the resin parts are correctly handed, so ensure that you follow the instructions properly or it won't fit. The central vertical bomb hanger frame looks a little bare without any bombs so you may wish to add these although none are included in this set. The job is completed with a set of resin main doors. Overall these parts will be a lot easier than scratch building and the end result should be quite impressive.

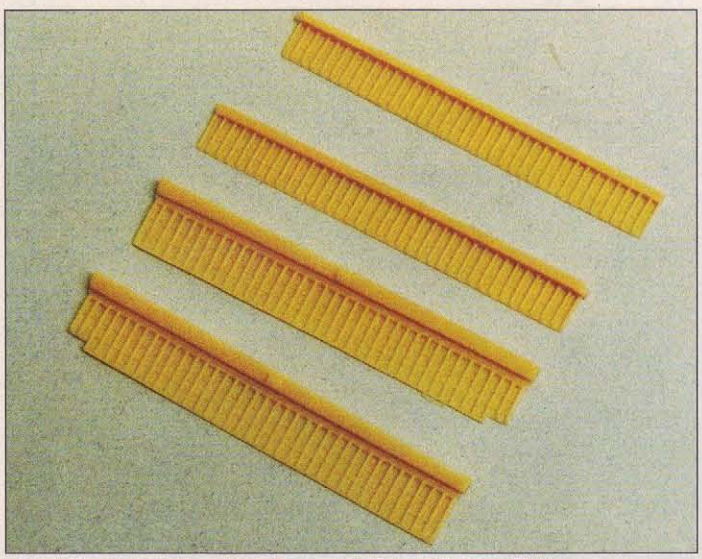


The PB-1W Conversion pieces are dominated by that huge ventral radome

Moving into 1/72nd scale now, the first offering is numbered 7203 and this is a six-gun nose for the A-26 Invader. Designed for use with the Airfix kit this simple resin part is beautifully cast. All you have to do is make up the gun barrels in whatever material you choose, their size and location are shown on the little instruction sheet included with



The excellent B-17E conversion is most impressive



Neat little set of landing flaps for your B-17 are offered in 7243.

this set.

Product number 7206 is a smaller scale version of the B.T.O "Mickey" radome already discussed although this smaller version does include a small diagram illustrating the relative location of this radome underneath the B-17.

The final offering is set number 7243 and this is a set of landing flaps for the B-17. Applicable to most B-17 kits the set includes a small illustrative instruction sheet which indicates which portions of the wings you have to remove before you can fit the resin pieces. Both the internal detail and the outer flap sections are included and the finesse and depth of the detail is very good.

Paragon have certainly been busy of late and they just go from strength to strength. The amount of items produced never seems to see a reduction in quality and all of the items I have reviewed here are highly recommended to all. Most of the sets reviewed here were for the Fortress and if this is a particular favourite of yours then you will be spoilt for choice.

The prices of the products reviewed above are as follows;

4848	£13.99
4850	£2.99
4851	£13.99
4852	£3.50
48104	£13.99
7203	£2.99
7206	£2.50
7243	£5.99

All of these products can be supplied direct from the manufacturer at;

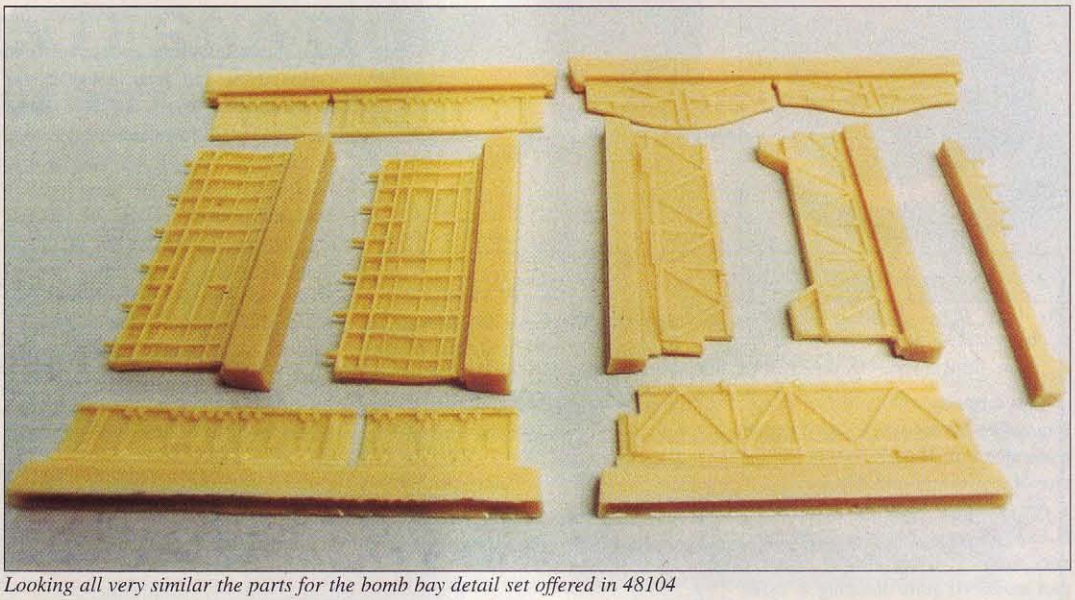
Unit 10E, Folgate Road,
North Walsham, Norfolk.
NR28 0AJ

Alternatively they are also available from various specialist model shops and mail order companies, check the adverts in this addition for further details.

My thanks to Paragon for the review samples.

The neat little six-gun nose for the Invader is offered in 7203

Also available in 1/72nd, the B.T.O "Mickey" radome.



Looking all very similar the parts for the bomb bay detail set offered in 48104

Big Scale Spitfire from Warbird Productions

Elsewhere in this issue you will have seen the review on the Mk XVI in 1/48th scale offered by this manufacturer and I think from the tone of that review you will appreciate the quality of the product. This new 1/32nd scale Mk IXC/E conversion from the same source is of a similar standard.

Based on the MK Vc from Hasegawa the conversion consists of both resin and white metal parts and the quality of both is excellent. There are seventeen resin and fourteen white metal parts. The resin pieces consist of a new nose and spinner, broad cord rudder, short and long carburettor intakes, wing radiators, early production double blisters for each wing, narrow gun blisters, wings, tailplanes and undercarriage doors. The metal parts include undercarriage legs, exhaust stacks, cannons, propeller blades and the medium sized "squashed" wing bulges for the Mk IXe.

The conversion itself could not be easier and the instruction sheet gives you a good narrative overview of all the procedures. Beginning with the fuselage, the nose is removed and replaced and if applicable the broad cord rudder can be installed. The tips from the kit's wings, depending on which style you use (c or e), have to be added to the new resin wings before these can be fitted. You will have to remove the "gull" centre section of the wings from the kit parts and use these in conjunction with the new resin wings. The resin radiators can now be added to the wing assembly. The kit's tailplanes are replaced completely with new resin versions and your next task will be to add the correct style of carburettor intake under the nose section. Checking your reference material will have determined which style of Mk IX you intend to build at the beginning of any construction so you should already know which combination of blisters are appropriate for your model's wings. All three types of blister seen on this variant are included in this conversion, two are resin whilst the other is white metal. Final detailing will consist of the metal undercarriage legs and resin wheels and doors plus the metal exhaust stacks and propeller blades. If you think all of this sounds complex don't, as the excellent engineering of the pieces coupled with the narrative text of the instructions is further supported with a good selection of 1/32nd scale plans for the types.

As far as a colour scheme for your completed model goes, it is down to you, and if you have access to either of the books by E.Morgan and E. Shacklady or A.Price these should

furnish you with sufficient inspiration. Finding suitable decals in this scale may be difficult but there should be some available in the Superscale range.

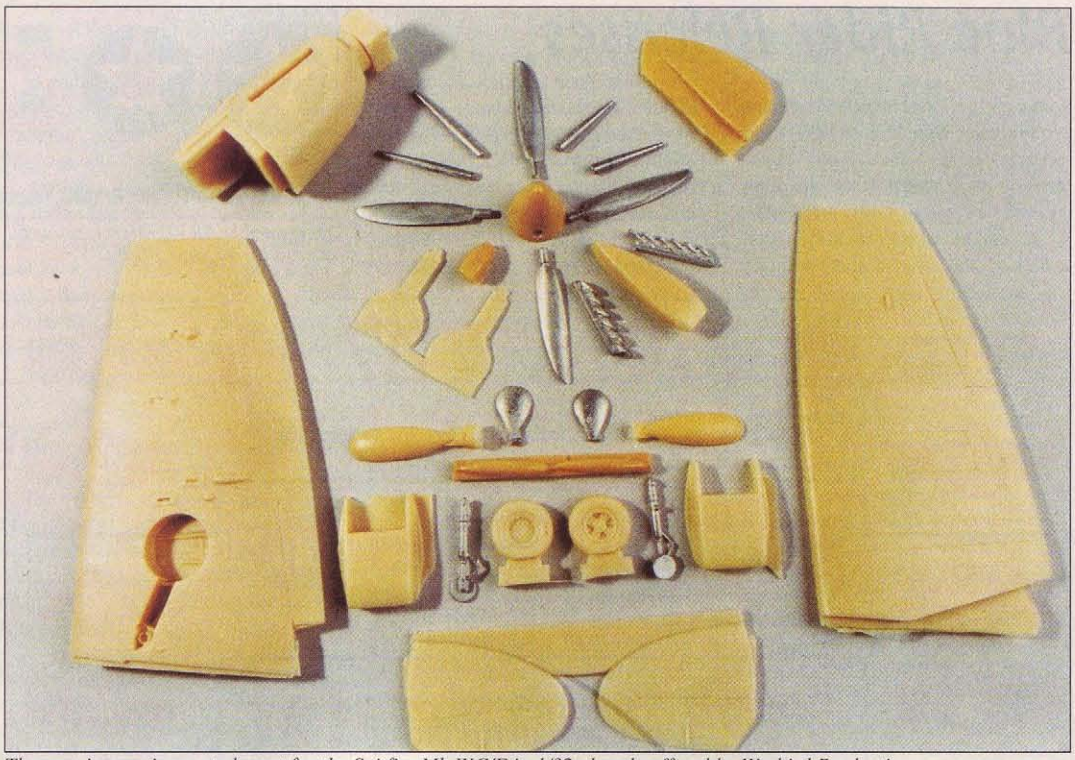
Overall this is an excellent product and one which I hope will be just a beginning for Warbirds Productions.

We will bring a full build of this conversion later in the year. In the meantime if you are interested in obtaining a copy you can write to the manufacturer direct at;

Woodway, Clarendon Road,
Alderbury, Salisbury,
Wilts. SP5 3AT

I am afraid I do not have a confirmed price for this product yet although I would suspect that a conversion of this size will cost over £30.00. Even at that price the set offers good value and the quality just makes your life easier. I would highly recommend this kit to all modellers with experience in converting and working with mixed media products.

My thanks to Warbird Productions for the review sample.

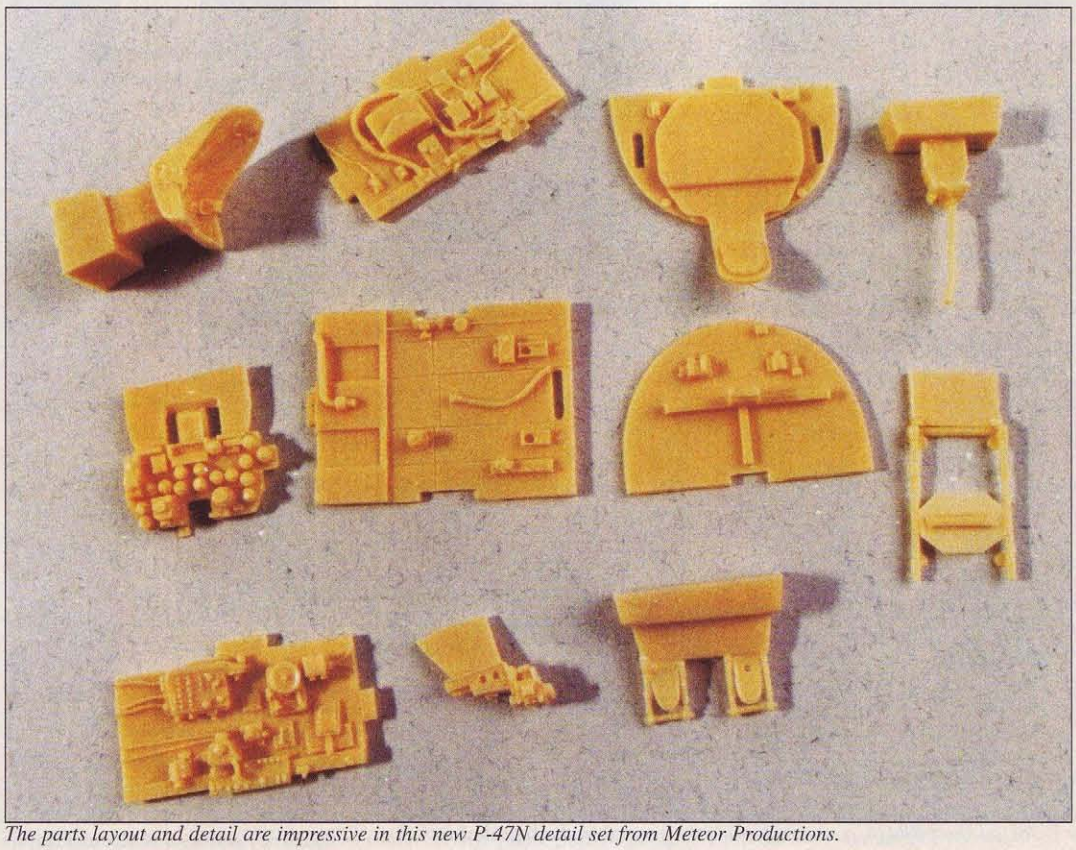


The very impressive parts layout for the Spitfire Mk IXC/E in 1/32nd scale offered by Warbird Productions.

P47 Cockpit from Meteor

Produced by Meteor Productions Inc in the USA, under their "Cutting Edge" label, a new resin cockpit detail set for the P-47 Thunderbolt has recently arrived with us.

The set is designed for the P-47N and is therefore recommended for the new Academy kit. As the cockpit of the N series had a different layout to the D series the manufacturer points out that the main difference is the fact that there was no coaming above the instrument panel. This means that you can see all the wiring and the rear of all the instruments. To allow you to accurately represent this Cutting Edge have produced a superb selection of resin parts for the cockpit area. The entire injection moulded plastic components for the cockpit in the kit are totally replaced by these new resin parts. There is a new floor, sidewalls, seat and support frame, rear and forward bulkheads, instrument panel, rudder pedals, control column and K-14A gunsight.



The parts layout and detail are impressive in this new P-47N detail set from Meteor Productions.

The quality and finesse of the parts are quite superb. Only a few pieces have any form of casting blocks and there is no evidence of flash on any of the parts. Care will be required when you remove the pieces from their casting blocks. The seat does include the belts as moulded detail and although this will be welcomed by many but I suspect a lot would prefer to have a plain version which they can add etched belts to, but then again you can't please everyone!

At the moment I do not have a UK price or distributor for this product or any others in the range, so you will have to check the adverts for possible suppliers. Alternatively you can contact Meteor Products direct at;

P.O Box 3956,
Merrifield VA 22116, USA
Tel 703 591 0652
Fax 703 591 3996

This is an excellent product and its $12.95 (USD) price tag is quite reasonable

My thanks to Meteor Productions for the review sample.

Decals

Blue Rider Releases

Some of the latest sheets from this manufacturer include both WWII and modern types and they cover operations in three very different theatres.

All of the examples are 1/72nd scale and the first is sheet number BR303 which is entitled "Messerschmitt Me 109G in US Colours, Rumania 1944". It is easy to tell what the pack contains, just one small sheet containing decals for a Bf 109G (S/No 66130). This machine was used to carry Lt.Col, James Gunn, as a passenger, to the 15th Air Force headquarters in Italy so that he could arrange for the repatriation of numerous American POW's previously held in Rumania. Piloted by a 64 kill ace, Cpt Cantacuzio, the Bf 109G was hastily remarked with extremely large and therefore very visible US flags. The machine has a Dark Green nose, upper decking, tail band and rudder with the remainder of the upper surfaces and fuselage sides Light Grey with irregular blotches of Dark Green. The under surface is Pale Blue. As I have said elongated American flags were painted on each fuselage side and the upper and lower wing surfaces had the pre-1942 style of American insignia although the proportions of the red centre dot in each was irregular.

Sheet number BR303 offers a colourful alternative for your Bf109G

The colourful national insignia of the Cambodian A.F will liven up the otherwise bland colour schemes of the MiG 21's offered on sheet BR409

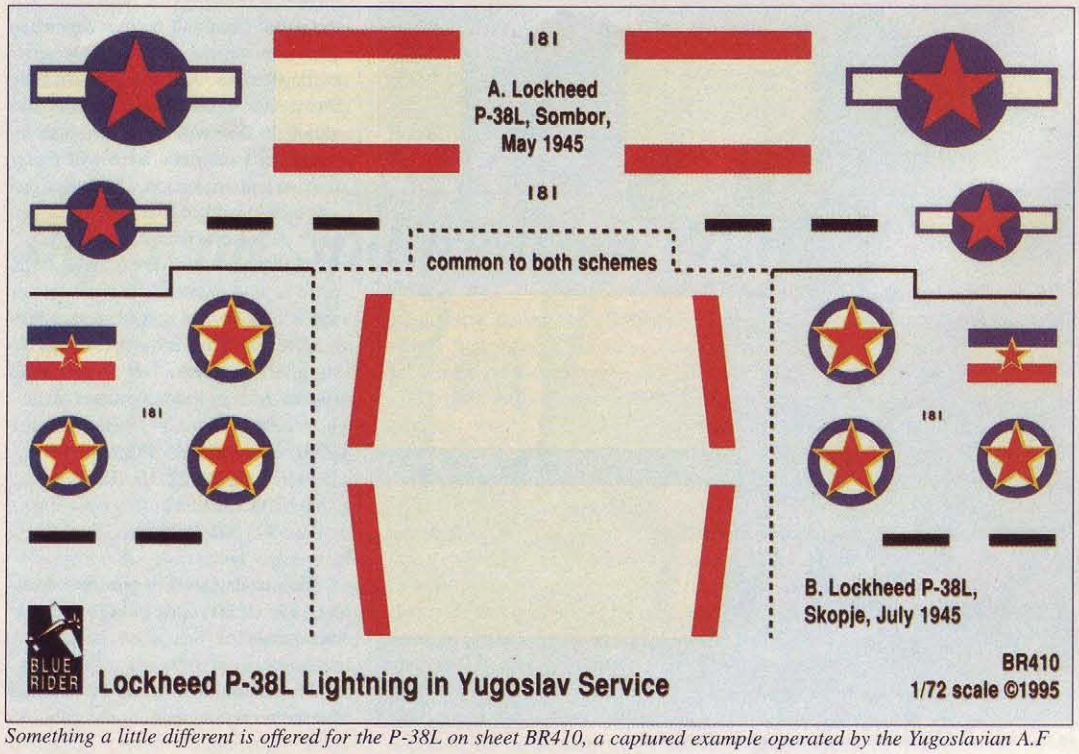
This rather unusual offering is followed by sheet number BR409 and this is entitled "Cambodian MiG's". On it you have options for three machines all of which are finished Light Grey overall with a Green nose cone and dielectric panels. Your options by individual markings are therefore:

1. "Red 7117" Air Unit 701 Peoples Republic of Kampuchea Air Force (PRKAF) operated late in 1989.
2. "Red 7110" also operated by Air Unit 701 although by the time it was operated (1991) the title was by then the State of Cambodia Air Force (SOCAF).
3. "Red 7121", once again operated by Air Unit 701 of the SOCAF in 1991.

All of the options, although relatively boring in their overall colour scheme, will be quite striking due to the colourful (red & yellow) national insignia of the Cambodian Air Force.

For the final option (BR410) the subject matter moves back to the Second World War. Dealing with a very special P-38L Lightning and its use by the Yugoslavian A.F the sheet gives you options for just one machine, but in two different colour schemes.

P-38L-5-LO S/No 44-25786 had previously been operated by the 14th FG, 15th Air Force, USAAF. However whilst on an operation it was hit by anti-aircraft fire and had to



Something a little different is offered for the P-38L on sheet BR410, a captured example operated by the Yugoslavian A.F

land at Sömbor airfield. The pilot went home but the P-38 stayed in Yugoslavia. Here the 11th Fighter Wing repaired and repainted her before they had to take off a main wheel and pretend to repair it as the Russians, who were at Sömbor, wanted to take the machine back to Russia. This stalling tactic worked and once the Russians had gone the P-38 was test flown for the first time on the 19th May 1945 by 2nd Ltn Radovan Dakovic. The colour scheme it wore at the time of this first flight is the first option on the sheet.

In mid-May 1945 the machine was flown to Skopje and by July 1945 the machine had received full Yugoslavian A.F markings. The aircraft was flown during 1945 quite regularly but by 1946 the machine was experiencing serviceability problems and the lack of spares ment that the machine had to be dismantled. The machine was therefore handed over to the Technical University of Belgrade. In the 1970's the remaining parts (wing & fuselage sections) were sent to the Yugoslav Air & Space Museum in Belgrade where it has remained in store ever since.

I must say that I applaud Blue Rider's approach to the subject matter and I did enjoy the selection of the two different colour schemes for the P-38 as this is a very interesting "historical" approach to a specific aircraft. I for one can only hope for more subjects in the same vein from Blue Rider in the future.

All of these sheets are highly recommended and they are priced as follows:

BR303	£2.00
BR409	£2.80
BR410	£2.80

My thanks to Blue Rider for the review samples.

Latest Lozenge

It was not that long ago that the production of a set of lozenge pattern decals was a real rarity, however of late the number of sheets being produced for the modeller is quite amazing. The debates over WWI camouflage and markings are never ending and I am sure that there will be many who wish to debate the pro's and con's of the latest decal offerings. I for one however will view each sheet on its own merits and leave the debating and selection to the individual, as he/she will have far more knowledge of the specific topic then I do.

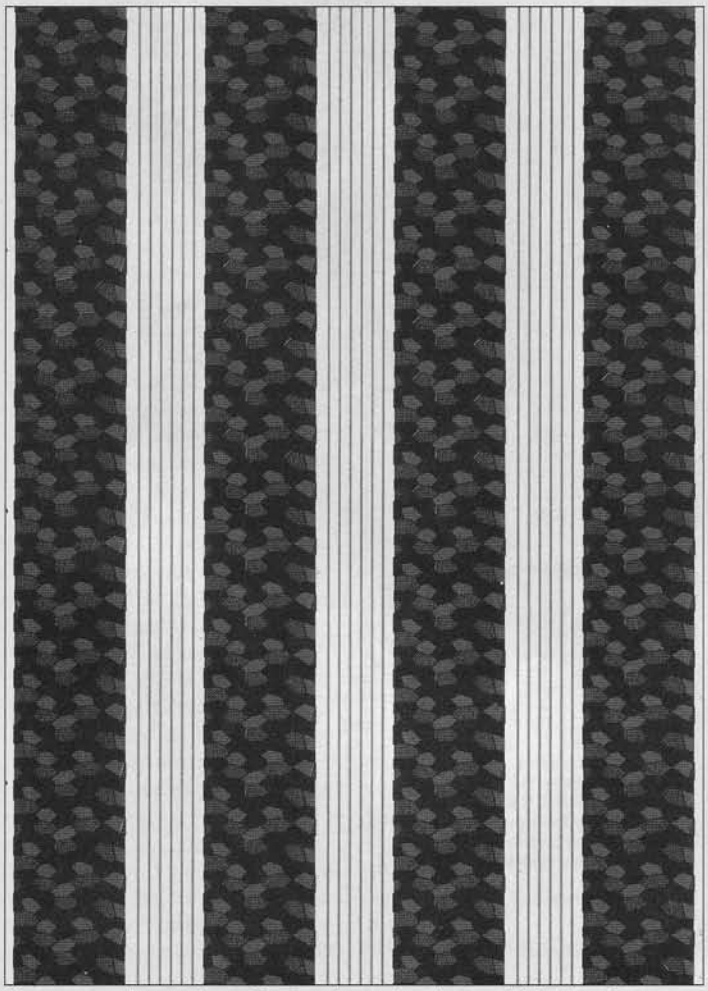
The latest offerings are from Pegasus, they are of the four colour variants and are offered in 1/72nd scale. Both upper and lower versions are available and each sheet contains four 18mm x 185mm strips plus eighteen similar lengths of rib tape. Unlike the previously released five colour versions (See Vol 1 Iss 5 Page 231) these new sheets are not based on research carried out to allow the recreation of the fabric for museum purposes. Based on the research of R.Ae, H.A.M.G, ICI and Ian Huntley the sheets are stated as being the best and most accurate representations of the four colour lozenge fabric on the market today. Made using an advanced form of Silk Screen Printing and using Computer Aided Design the sheets are accurate to within very stringent tolerances.

Each of the sheets looks very well produced and the colours are good and dense. I have seen the reproduction five colour version in both its natural and doped states and I have seen original sections of four colour fabric. The problem with producing any such decal, in my opinion, is that the fabric's colours change once the fabric is doped and the original examples will all be different due to their exposure to light and the way in which they have been stored for the past seventy-eight years.

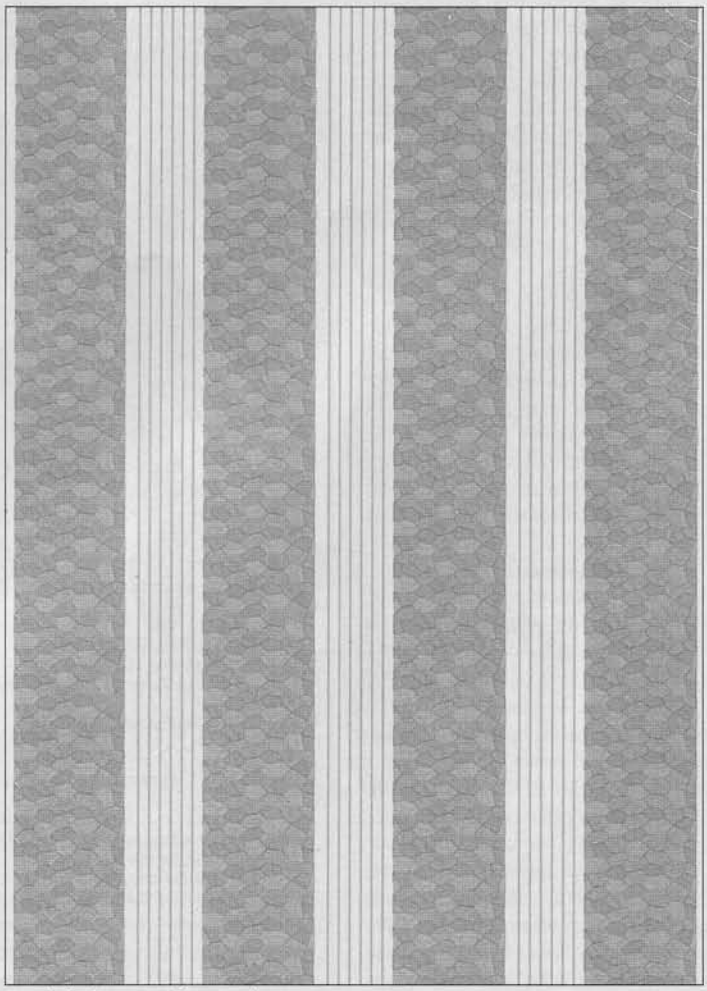
All in all these are very well produced sheets and as I said at the start it is up to those of you who have the knowledge and passion for this era to decide their accuracy and applicability. I for one welcome and recommend them to all.

Each sheet costs £4.99 with free postage worldwide. My thanks to Pegasus for the review sample. If you are interested in these or any other Pegasus/Blue Max products you can contact them at:

P.O Box 50, Whitstable,
Kent. CT5 2UX
Tel 01227 277569
Fax 01227 770195



The upper surface version of the new four colour lozenge fabric from Pegasus...



...and the lower surface version.

New From Third Group

Having looked at some of the first offerings from this new American company in the December edition (See Vol 1 Iss 11 Page 622) I have recently received another selection via their UK distributors; The Aviation Hobby Shop.

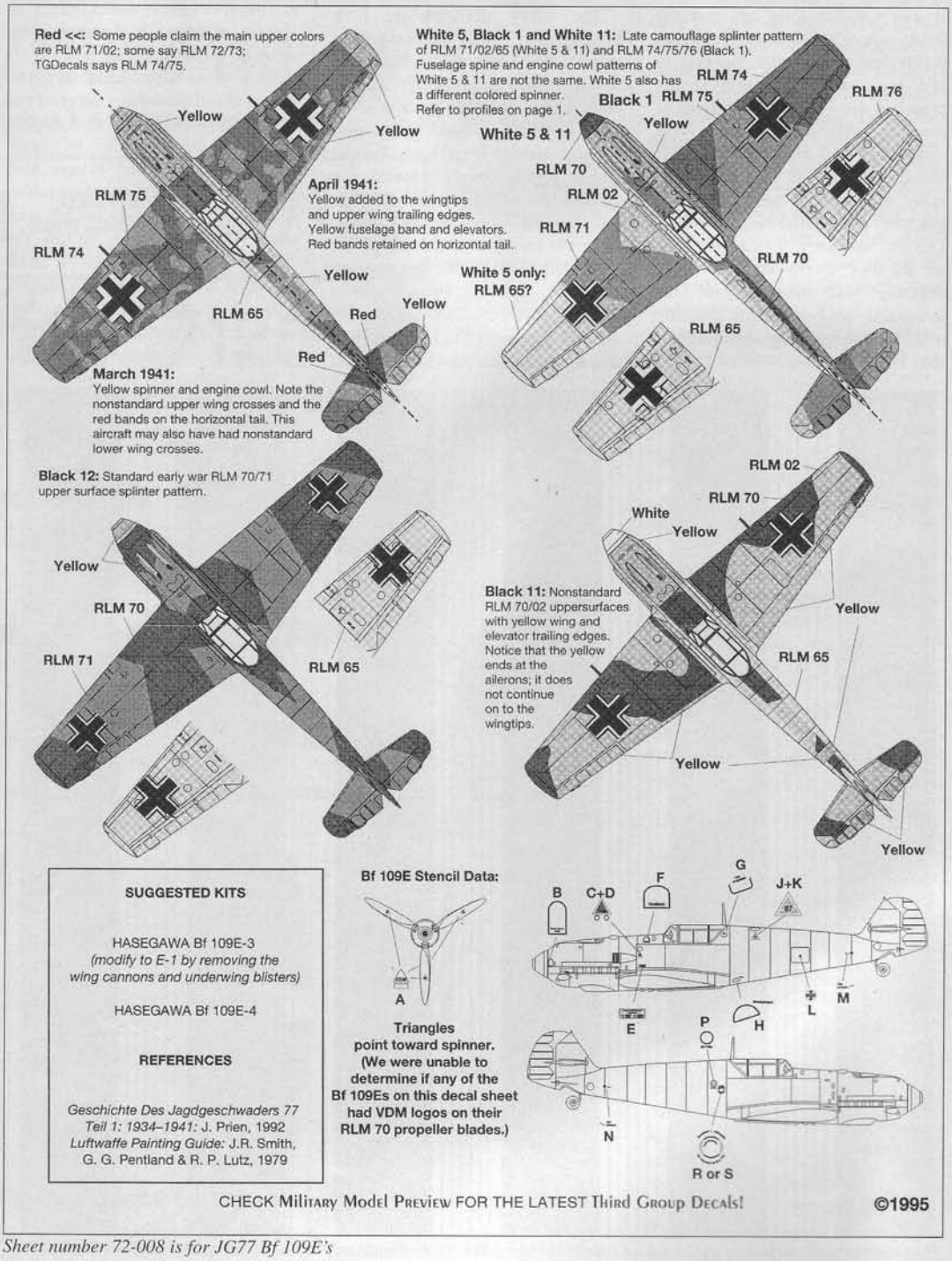
I have two sheets in each scale and I will start with those offered in 1/72nd scale. Starting with sheet number 72-008 this deals with the Messerschmitt Bf 109E-1/3/4 and its operational use by JG 77 and I(J)/LG 2 in 1940-41. There are no fewer than seven options on this sheet and they are:

1. "Red Double Chevron" flown by Haupt H.Ihelfeld the Kommandeur of I(J)/LG 2. This machine is a real mish-mash. It has a Peil Gerät IV fairing fitted under the rear fuselage and the colour scheme is different to say the least. The nose is yellow (RLM 04), the upper decking and wings are splinter pattern in RLM 74 & 75 although the fuselage sides and lower surfaces remain in RLM 65. The fuselage sides and tail are heavily over mottled with RLM 74/75 and in fact the rear section behind frame 6 is almost entirely these two colours. The machine carries very non-standard markings and will make a very impressive model.
2. "Red Double Chevron", Bf 109E-3 flown by Ihlefeld at the outset of the Balkans Campaign in 1941. The machine is very similar to option 1 although the machine now has the additional yellow ID markings under the tips of each wing, the fuselage band and rudder.
3. "White 5", Bf 109E-1 (W/Nr 1276) flown by Lt Jakob Arnoldy of 4./JG 77. This machine is in an RLM 70/71/02/65 scheme and has the motif of a skeleton riding a broomstick just below the cockpit.
4. "Black 1", Bf 109E-4/B of 2.(J)/LG 2 based in France in 1940. This machine is RLM74/75/76 with a very dense mottle of 74 & 75 on the fuselage sides and tail. The nose and rudder are yellow (RLM 04)
5. "White 11", Bf 109E-4 flown by Ltn Heinz Demes of 4./JG 77. This machine is very similar to option 3 although the machine only uses RLM 71 and 02 on the upper surface with RLM 65 underneath
6. "Black 12", Bf 109E-1 flown by Uff Josef "Sepp" Heinzeller of 2.(J)/LG 2. This early war machine is in an RLM70/71/65 scheme although the splinter pattern on the upper surfaces also extend down each fuselage side. The machine has a yellow spinner and gun troughs and it carries a Scottish Terrier motif with the name "Schnauzi" on the cowling sides.
7. "Black 11", Bf 109E-4 of III/JG 77 operating from Molaoi, Greece in 1941. This machine is RLM 70/02 on the upper surface with RLM 65 underneath. The nose, wing tips, fuselage band and rudder are all yellow.

All of the options on this sheet are very nice and your only problem will be if you can manage to have the sheet and not do them all!

Next is a sheet for the Supermarine Spitfire Mk Vb/c. Numbered 72-011 the sheet offers you schemes for four machines and these are;

1. Mk Vb, RF*D flown by Cpt Jan Zumbach of No 303 "Kosciusko" Squadron in 1942. The machine is in a standard scheme of Ocean Grey and Dark Green over Medium Sea Grey. The codes are Sky and the machine has a band in this colour just forward of the tail. The aircraft carries the Polish emblem on the nose along with a Donald Duck cartoon just forward of the canopy.
2. Mk Vb, RS*T flown by Wg Cmdr Robert Stanford Tuck DSO, DSC whilst leading the Biggin Hill Wing. The aircraft is in an A Scheme with Dark Green and Ocean Grey over Medium Sea Grey. The machine has Sky codes, spinner and fuselage band.
3. Mk Vc, AN*T of 417 (RCAF) Sqn, Sicily, 1943. This machine is carrying a slightly modified version of the A Scheme camouflage pattern with Dark Earth and Middle Stone over Azure Blue. This machine's spinner is red.
4. Mk Vb, NN*E of 310 (Czech) Sqn. Once again the A Scheme pattern is used with Dark Green and Ocean Grey over Medium Sea Grey. The spinner and fuselage bands are Sky

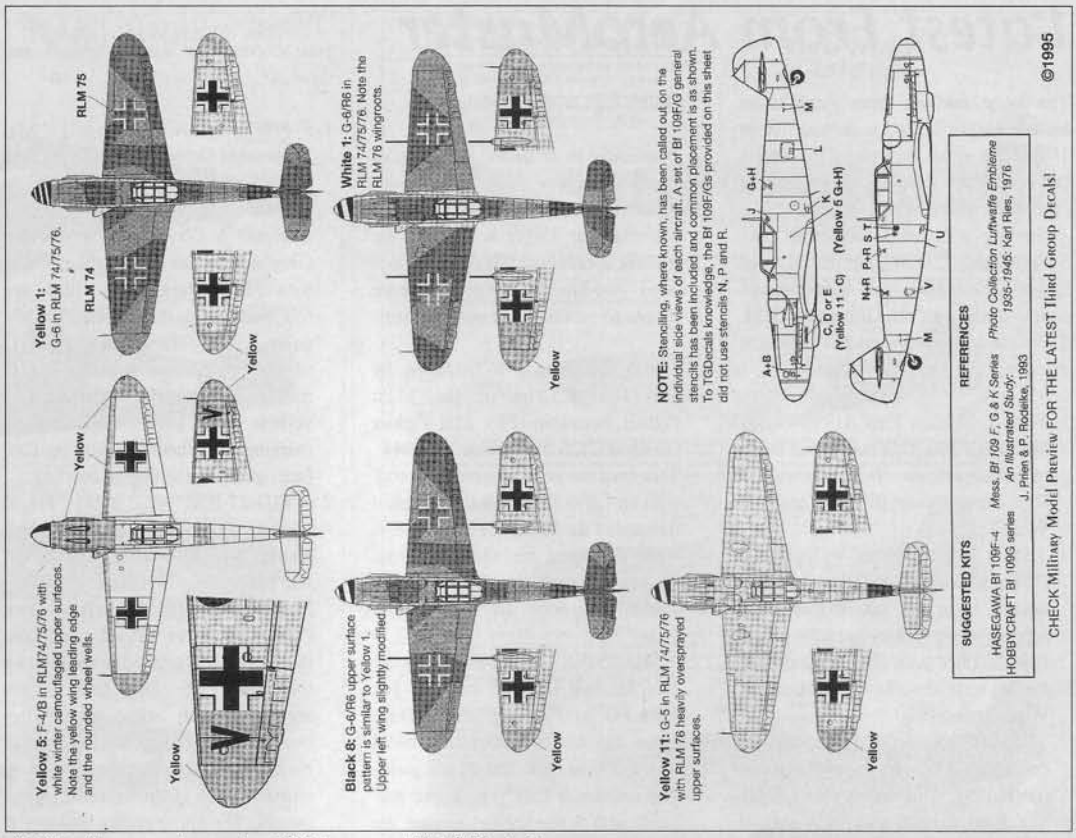


Sheet number 72-008 is for JG77 Bf 109E's

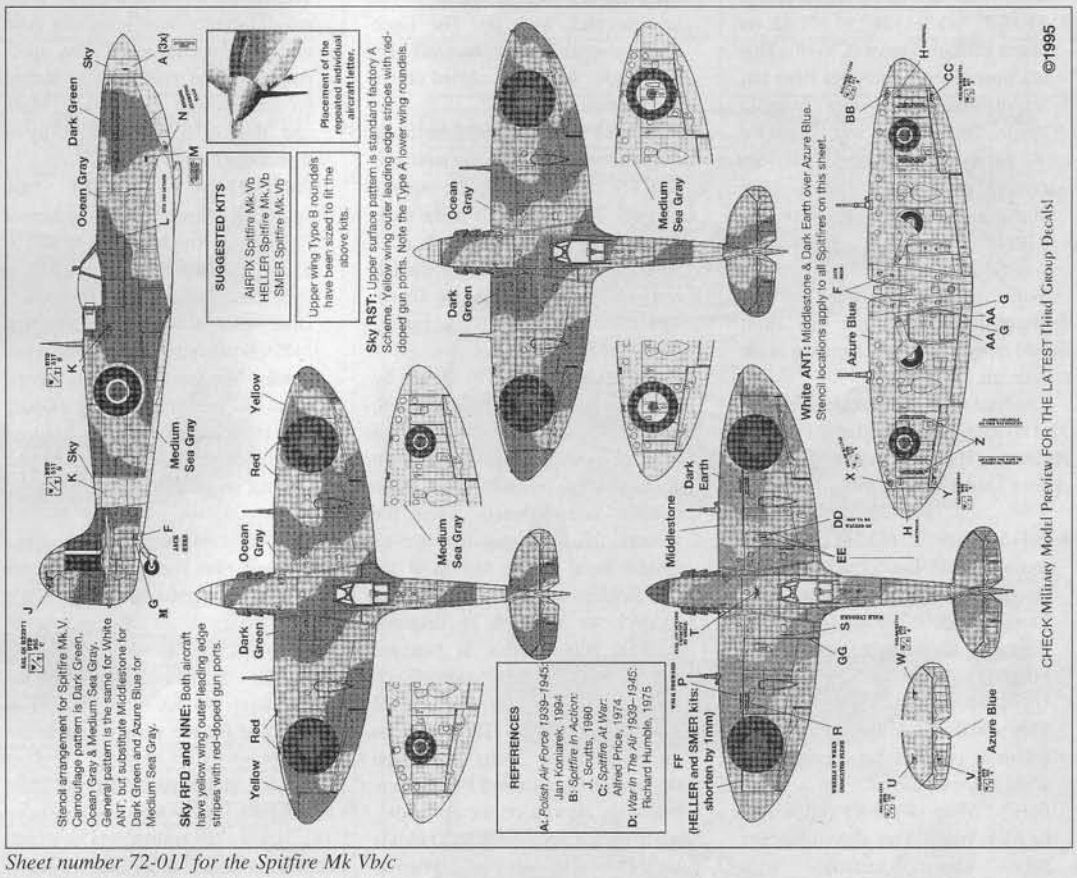
As a nice touch with this sheet sufficient stencilling is supplied for all of the options on the sheet and a separate guide included on the instruction sheet shows you exactly where they all should go.

Moving into 1/48th scale now, the first sheet is once again for the Messerschmitt Bf 109. Numbered 48-006 the sheet is entitled "III Gruppe, JG54 'Grünherz' Messerschmitt Bf 109F-4/G-5/6" and it offers you markings for five aircraft. These options are;

1. "Yellow 5", Bf 109F-4/B of 9./JG 54. This machine is in an RLM74/75/76 scheme although it has an overall application of winter distemper which is heavily worn away. The nose and wing tips are yellow and the fuselage cross is superimposed over a yellow band. It also has the leading edge of the wings in yellow. The machine has a very complex yellow, white, black and RLM 70 segmented spinner.
2. 'Yellow 1", Bf 109G-6 of Staffelkapitän Oblt Schilling. The machine is in an RLM 74/75/76 scheme with a mottle of RLM 74/75/82 on the fuselage. The lower engine cowl and rudder are yellow and there is a wide blue band on the rear fuselage. The spinner is RLM 70 with a white spiral pattern.
3. "White 1", Bf 109G-6/R6 of 7./JG 54. This machine is in an RLM 74/75/76 scheme. Once again the lower engine cowl and rudder are yellow and there is a blue band around the rear fuselage. The spinner is black with a white spiral.
4. "Yellow 11". Bf 109G-5 flown by Fw Hecker of 9./JG 54. This machine was originally RLM 74/75/76 although this has been heavily oversprayed with RLM 76 overall. The lower engine cowl and rudder are yellow as is the spinner which also has a half white and half RLM 70 backplate. There is a blue band around the aft fuselage
5. "Black 8", Bf 109G-6/R6 of 8./JG 54 operating in early 1944. The machine is in an RLM 74/75/76 scheme. The spinner is black with a wide white spiral pattern. The lower engine cowl and rudder are yellow and the fuselage band is once again blue. The machine looks as if it previously carried another number as there are large patches of RLM 75 between the new number and the fuselage cross.



48-006 offers you schemes for JG 54 operated Bf 109F's & G's



Sheet number 72-011 for the Spitfire Mk Vb/c

The final offering from Third Group is an enlarged version of the Spitfire sheet reviewed earlier. Numbered 48-011 the sheet offers you the same selection of four aircraft although the larger scale does mean that there is only one complete set of national insignia and stencilling.

Overall I am impressed with the production and quality of these decals and it is nice to see such colourful types being offered. All of the sheets I have reviewed here are available at £4.50 each and this represents very good value for money. All of the sheets so far released by Third Group can be obtained from The Aviation Hobby Shop, see their advert elsewhere in this issue.

My thanks to TAHS for the review samples.

Latest From AeroMaster

The latest releases from AeroMaster include two in 1/72nd scale and five in 1/48th. As usual nowadays the sheets come with full colour instructions and each deals with a WWII subject.

Starting with the 1/72nd scale duo. Sheet number 72-108 is entitled "Carrier Based Avengers" and therefore of course deals with the Grumman TBM. There are four options on this sheet and they are;

1. TBM-1, "Yellow E16" USS Mission Bay (CVE-59). This machine is in the tri-colour scheme of semi-gloss Sea Blue, Intermediate Blue and Insignia White.
2. TBM-3 "White 305" of VT84 on the USS Bunker Hill (CV-17). This aircraft is in the standard mid-war scheme of semi-gloss Sea Blue on the upper surface with Intermediate Blue on the vertical surfaces and Insignia White underneath.
3. TBM-3E "Yellow 54" of VMTB-132 on board USS Cape Glouchester (CVE-109). This aircraft is Glossy Sea Blue overall with twin yellow bands around the port wing and a wide white band on the tail/rudder.
4. TBM-3 "White 121" of VT-88 on board USS Yorktown (CV-10). This machine is semi-gloss Sea Blue and Intermediate Blue over Insignia White. This is a late war option for VT-88, as the tail codes "RR" are carried and these were only allocated to the Yorktown on the 27th July 1945.

With the recent release of the Avenger from Hasegawa this sheet should prove a popular alternative to the kit's decals.

The final sheet in this scale is number 72-111 and it is entitled "Fighting Hellcats". The sheet offers you four options for the F6F Hellcat, which are:

1. F6F-5 "White 32" of VF-12 operating from USS Randolph during Operation Iceberg in March 1945. This machine is overall Glossy Sea Blue with white ailerons and tail.
2. F6F-5 "White 19" of VF-19 on the USS Lexington in February 1945. This machine is in the same overall colour as option 1 but it only has a white stripe on the tail.
3. F6F-3 "White 19" of VF-6 flown by Lt Alex Vraciu. This aircraft has Sea Blue upper surfaces with Intermediate Blue sides and Insignia White under surfaces.
4. F6F-3 "White 3" operated by VF-51 on USS Jacinto in July 1944. This machine is in the same scheme as option 3 and it carries the nose art "Little Joe" on the cowling.

Applicable to either the Academy or Hasegawa kits this sheet also includes four instrument panel decals.

Moving into 1/48th scale now, the first sheet is numbered 48-191 and it is entitled "Iwo Jima Mustangs". There are four options on this sheet and they are;

1. P-51D-25-NA, 44-73623 flown by Maj Harry.C.Crim of the 531st Fighter Squadron (FS), 21st Fighter Group (FG) in the summer of 1944 . This machine is natural metal overall with an Olive Drab anti-dazzle panel forward of the cockpit. The spinner is white and there are white bands on the tail and wing tips. This machine carries the nose art "My Achin {Ass}"
2. P-51D-20-NA, 44-63984 flown by Maj James.B.Tapp of the 78th FS, 15th FG in February 1945. Once again this machine is natural metal with an Olive Drab anti-dazzle panel. The spinner is half yellow and half black with a black band around the extreme front cowl and yellow and black bands around the top of the tail and on each wing tip. The name "Margaret IV" and the 78th FS Bushmaster badge are carried on the fuselage/nose side.
3. P-51D-20-NA, 44-63483 flown by Maj Robert.W. "Todd" Moore of the 45th FS, 15th FG during the summer of 1945. This machine is in the same overall colours as option 1 & 2 although the spinner, tip of the tail and wing tips are all Apple Green. The name "Stinger VII" is carried below the exhaust stacks.
4. P-51D-20-NA, 44-72579 flown by Capt J.B.Brown of the 458th FS, 506th FG in April 1945. This machine is once again in the main colours seen on the other three options and although even the spinner, tail and wing tips are all natural metal the aft section of the rear fuselage and tail (excluding the rudder) are covered in diagonal Insignia Blue stripes. If you are worried about the application of such marking don't be, as they are all supplied as decals. This machine carries the name "Delta Queen" on the nose and a cartoon of Bugs Bunny below the cockpit on the port side , whilst the artwork for Delta Queen is on the starboard side just forward of the cockpit.

Next comes a very impressive set which is not restricted to just one sheet but in fact consists of one and a half. Sheet number 48-192 is entitled "Thunderbolts Galore IV" and it offers you schemes for three machines and these are:

1. P-47D flown by Maj Herschel.H.Green of the 317th FS, 325th FG, 15th Air Force based at Lesina, Italy in April 1944. This machine is Olive Drab or Neutral Grey and it has a red spinner and forward cowling ring which are followed by two thin bands of yellow and white respectively (MTO identification bands). The entire rudder and tailplanes are covered in yellow and black checkerboard markings and there is a playing card (ace) motif on the engine cowling.
2. P-47D-27-RA, 42-28677 "Frigid Midgit" flown by Lieutenant Jack Hallett of the 394th FS, 367th FG, 9th Air Force from St Dizier, France in March 1945. This aircraft is Dark Olive Drab over natural metal and this colour was applied in the field by the 394th FS. Due to a slight argument with some trees after buzzing the squadron mess, this machine was fitted with a new set of wings which were natural metal overall. The entire engine cowling is yellow and carries artwork of a dwarf. The canopy frame and dorsal spine are all recently fitted items and these too are in natural metal. The upper portion of the tail/rudder is striped (vertically) with red, yellow, black and this is then followed by a (horizontal) stripe of white
3. P-47D-27-RA, 42-28785 "Oh Johnnie" flown by Lieutenant Raymond.L.Knight of the 346th FS, 350th FG, 12th Air Force based at Pisa, Italy. This aircraft is Dark Olive Drab over natural metal and the rudder is painted with black and white checks. The canopy frame is natural metal and the aircraft carries a Goofy style cartoon character on each side of the fuselage, just forward of the national insignia.

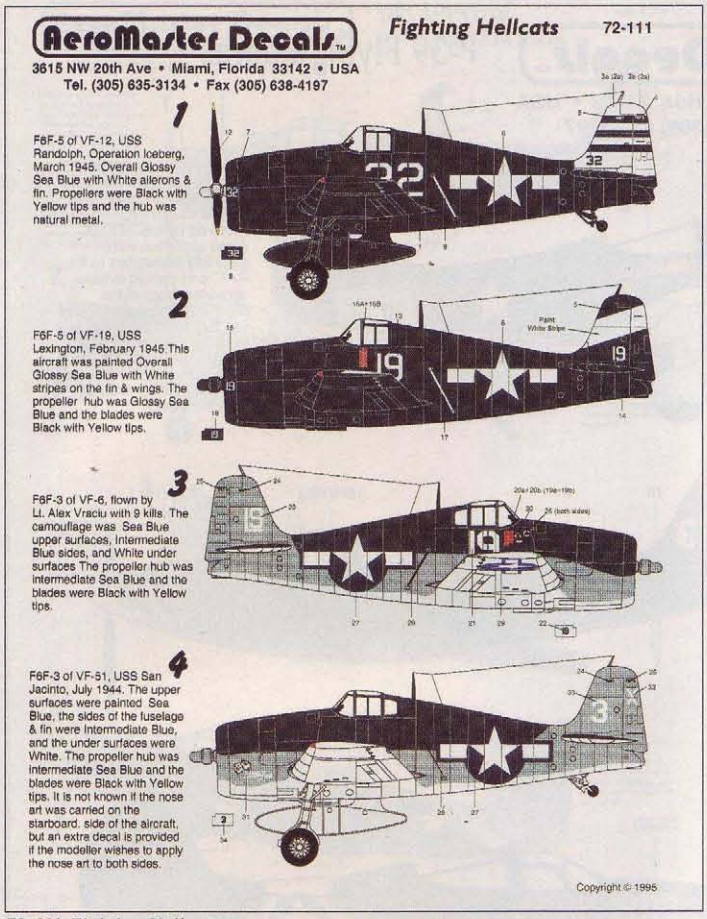
This set contains national insignia and stencils for one complete aircraft and there are various kits to which you can apply these decals although you will require the Curtiss electric propeller set available from Kendall Model Corporation (48-5013, 14 or 15) as appropriate for the variant you decide upon.

Staying with an American type, sheet number 48-196 is for the Devastator. The sheet is entitled "Devastator Collection" and it offers you five colour schemes which are as follows:

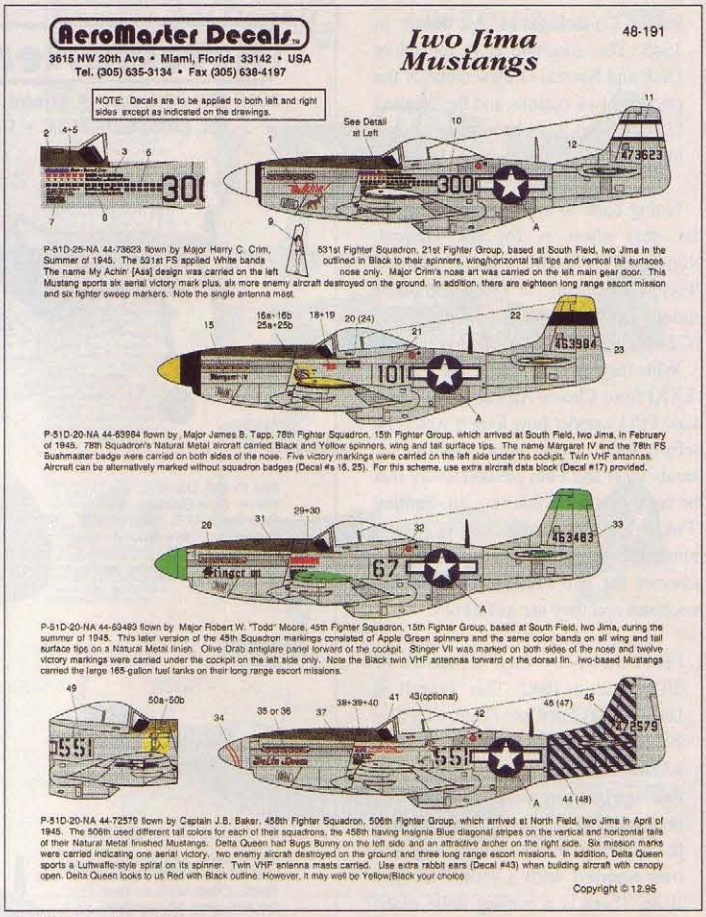
1. TBD-1 of VT-2 during the Battle of the Coral Sea in May 1942. This machine is camouflaged in Dark Blue Grey upper surfaces with Light Grey underneath. This machine also has a non-standard rudder marking of red and white horizontal stripes and the fuselage stars are oversized.
2. TBD-1 of VT-7 Scarpa Flow in April 1942. This machine, coded 7-T-6, is in the same scheme as option 1 although the fuselage stars are the correct size
3. TBD-1 of VT-6 coded 6-T-11. This machine is offered in an early tactical scheme of overall Non-Spec Light Grey and it carries its national insignia on the upper port and lower starboard wings only.
4. TBD-1 of VT-8. Coded 8-T-14 this machine was the only survivor during the Battle of Midway on June 4th 1942. This aircraft is in the same scheme as option 1 although there are no markings on the rudder and the fuselage star does not include the red dot in the centre.
5. TBD-1 of VT-6 operating from USS Enterprise during the Battle of Wake Island in 1942. This machine is Non Specular Blue Grey over Light Grey and the outer portions of each wing undersurface is also painted in Blue Grey. The machine has the red/white striped rudder and it has oversized national insignia in six positions.

The next sheet, number 48-201, is for one of my favourite machines. Entitled "P-39 Flying Cobras" the sheet offers you four schemes for the Bell P-39 Airacobra. These options are;

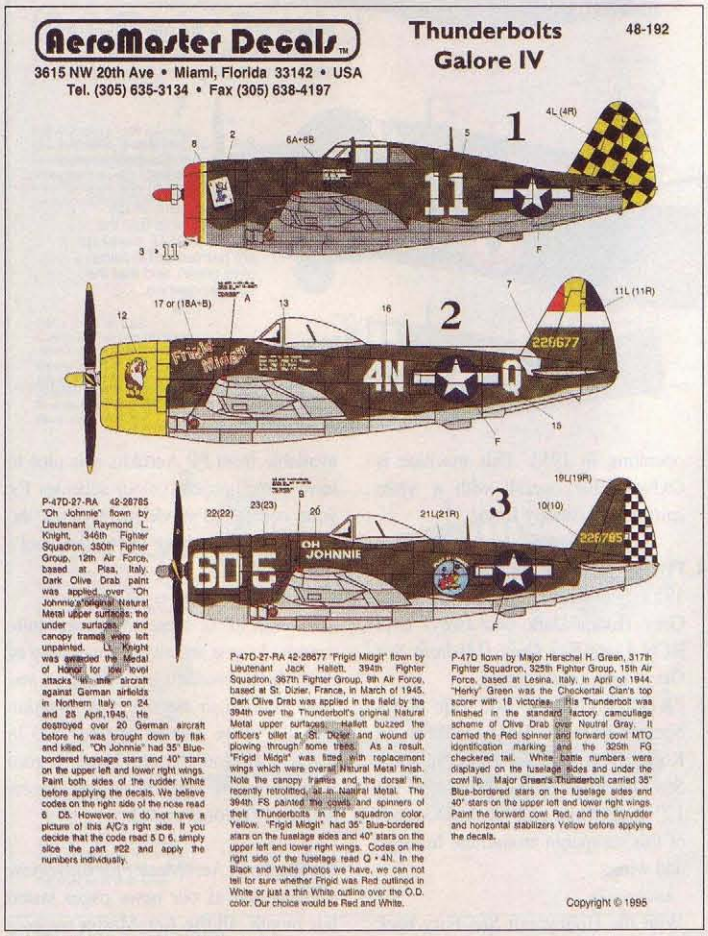
1. Bell P-400 of the 347th FG, 67th FS, 13th USAAC based at Guadalcanal in 1942. The machines of the 347th were all ex-RAF machine and they therefore still carried RAF serial numbers and were painted in Dark Earth and Dark Green upper surfaces with a (lightened) Sky Blue underneath. This machine is coded BW151 and it carries a sharksmouth on the nose, a white spinner, a fighting rooster cartoon under the cockpit and "Hell's Bells' legends above each exhaust stack.
2. Bell P-400 of the USAAC operating from New Guinea in 1942. This aircraft is Olive Drab 41 over Neutral Grey 43 and the spinner and tip of the rudder are yellow. The aircraft carries a slightly unusual style of sharksmouth, an eight ball and the legend "Hawk Eye II" below the cockpit.
3. Bell P-39D-2 of the 51st USAAF FG operating in North Africa in 1943. Once again this machine is in the same scheme as the previous option and the spinner is in a light green colour of an unknown specific shade. The aircraft also has a wide white fuselage band which is situated behind the national insignia.
4. Bell P-39Q of the 4" Stormo C.T,



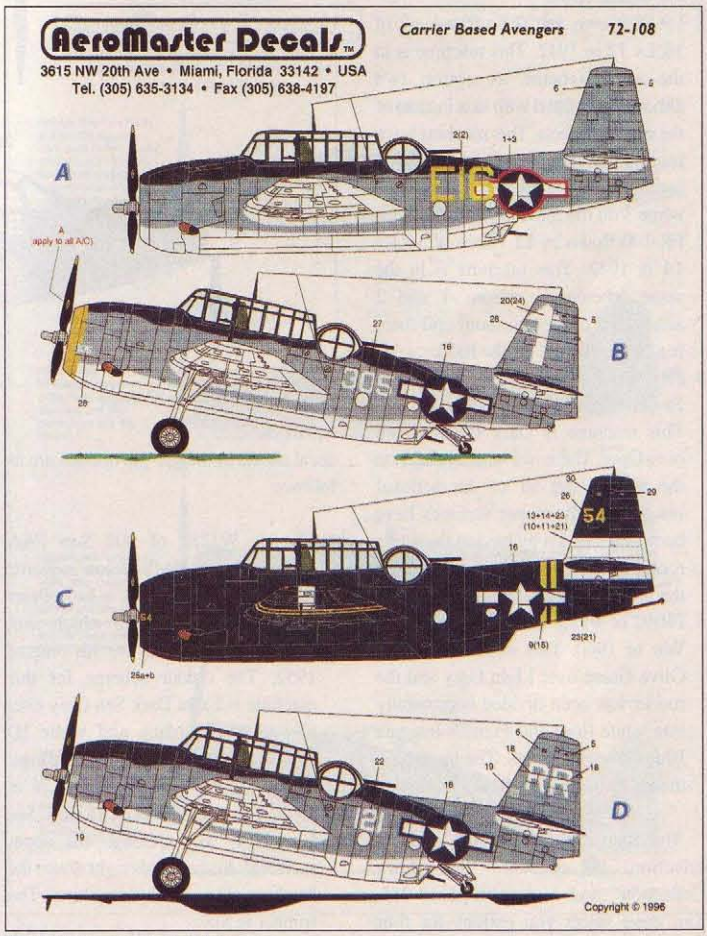
72-111 Fighting Hellcats



48-191 Iwo Jima Mustangs



48-192 Thunderbolts Galore IV



72-108 Carrier Based Avengers

Italian Co-Belligerent Air Force in 1945. This machine is in the Olive Drab and Neutral Grey scheme of the previous two options and the original US markings have been over-painted in Italian Olive Green.

Going back to the Navy once again, the next sheet is for the Hellcat. Numbered 48-202 and entitled "Fighting Hellcats" it offers the same options as I have already covered on the 1/72nd scale sheet (72-111).

With the recent issue of the Fokker D.XXI from Classic Airframes in 1/48th scale I did wonder how long it would be before there were some aftermarket decals for it and I am pleased to say that the next sheet is for that very kit. Entitled "Fokker D.XXI Collection" and numbered 48-203, the sheet gives you schemes for five Finnish A.F operated machines and they are as follows:

1. FR-92 flown by Capt E.Metsola of 2/LLv 12 in 1942. This aircraft is Dark Olive Green and Black over Sky Blue. The lower wing tips, mid section of the engine cowl and fuselage band are yellow. The spatted undercarriage is partially painted in the upper surface colours but has been over sprayed with a mottle of Sky Blue. There is a leaping mule motif on the forward fuselage side just aft of the engine cowl.
2. FR-98 flown by W/O Ritavouri of 1/LLv 12 in 1942. This machine is in the same scheme as option two although it is fitted with skis instead of the spatted wheels. This machine has a leaping ram motif on the fuselage side just aft of the engine cowl and a large white 3 on the rudder.
3. FR-100 flown by Lt Tainio of 1/LLv 14 in 1942. This machine is in the same scheme as options 1 and 2 although it carries no motif and there is a large white X on the rudder.
4. FR-96 of Lentorymentti 2 (Air Wing 2) during the Winter War of 1940. This machine is Dark Olive Green over Grey. There is a large white 5 on the rudder and all of the national insignia on the upper surfaces have been toned down by having the white roundels removed from underneath the blue swastikas.
5. FR-92 of 4/LLv 24 during the Winter War of 1940. This machine is Dark Olive Green over Light Grey and the rudder has been divided horizontally into white (top) and Finnish Insignia Blue (lower) sections. The large 5 on the tail is in Insignia Blue this time.

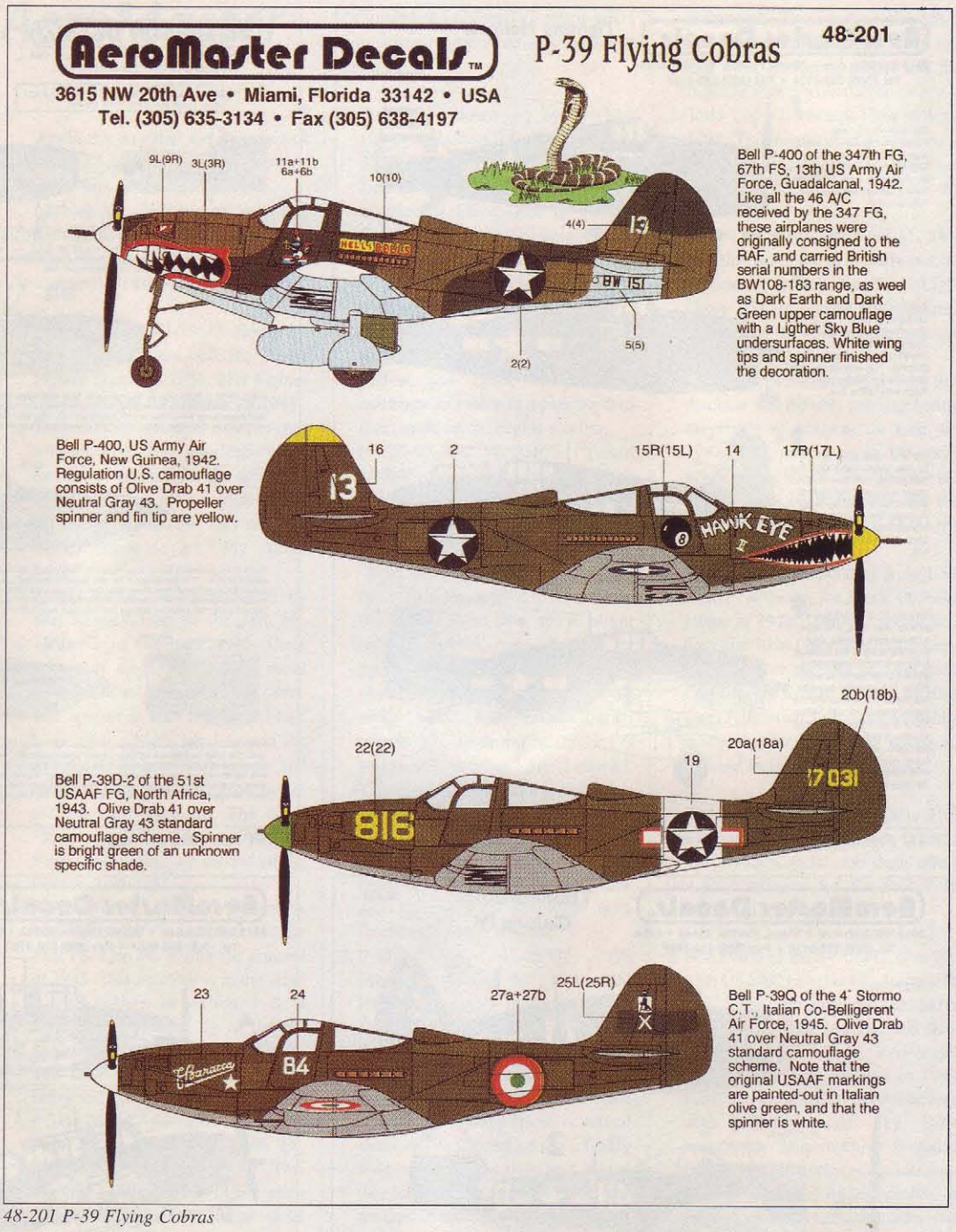
The final sheet from this month's selection is entitled "Sea Fury Collection" and is numbered 48-215. The sheet offers you options for four machines and you get one and a half decal sheets in the set. the options are as follows:

1. FB 11, WJ232 of 802 Sqn FAA operating from HMS Ocean in Korea in 1952. This is Lt Peter Charmichael's machine which shot down a MiG-15 on the 9th August 1952. The colour scheme for this machine is Extra Dark Sea Grey over Sky with 12" black and white ID stripes around the fuselage and wings.
2. FB 11, TF996 of 803 Sqn RCN in 1949. This machine is Extra Dark Sea Grey over Sky although the upper surface colour extends right down the fuselage sides on this machine. The spinner is Sky.
3. FB 11, WH589 of 724 Sqn RAN operating in 1953. This machine is Oxford Blue overall with a white spinner and canopy frame.
4. FB 11, WG578 of 871 Sqn RCN in 1953. This machine is RCN Dark Sea Grey (Extra Dark Sea Grey) over RCN Light Sea Grey (Medium Sea Grey) with a red spinner.
5. FB11, VX760 of 805 Sqn RAN operating from HMS Sydney in Korea. This machine is Extra Dark Sea Grey over Sky and it carries the 12" wide white and black ID stripes of this campaign around the fuselage and wings.

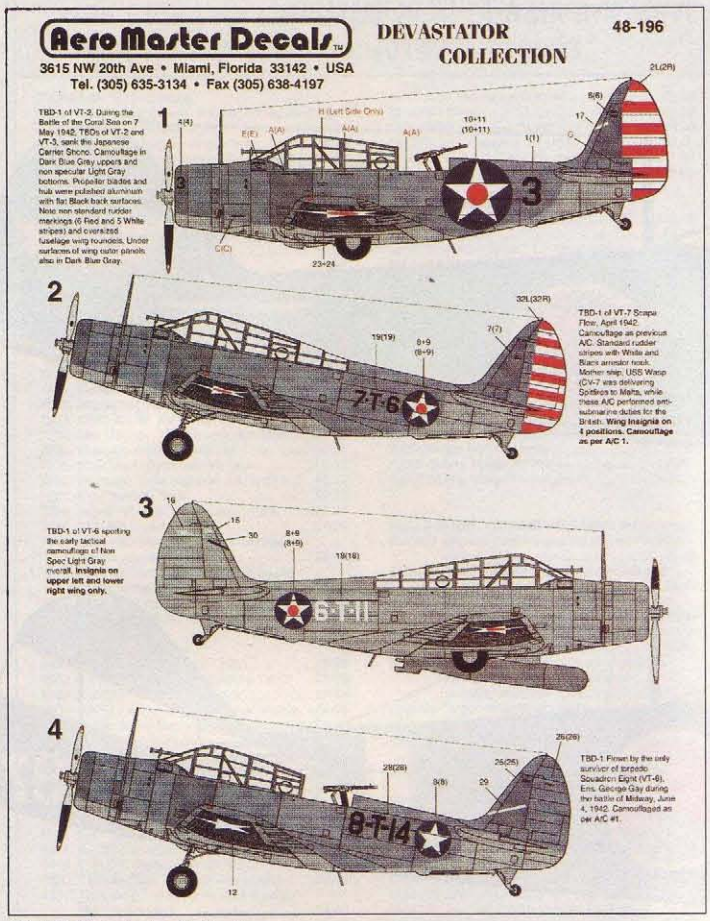
With the Hobbycraft Sea Fury back on the market and the excellent upgrade available from PP Aerokits it is nice to have some unusual colour schemes for your completed model as well as the ever popular marking for Carmichael's machine.

Overall all of these sheets are quite superb. As you are aware the quality of AeroMaster products is well known and I am amazed to see that this selection sees the range expand to over 200 in 1/48th scale and 100 in 1/72nd! It goes without saying that all of these sheets are highly recommended.

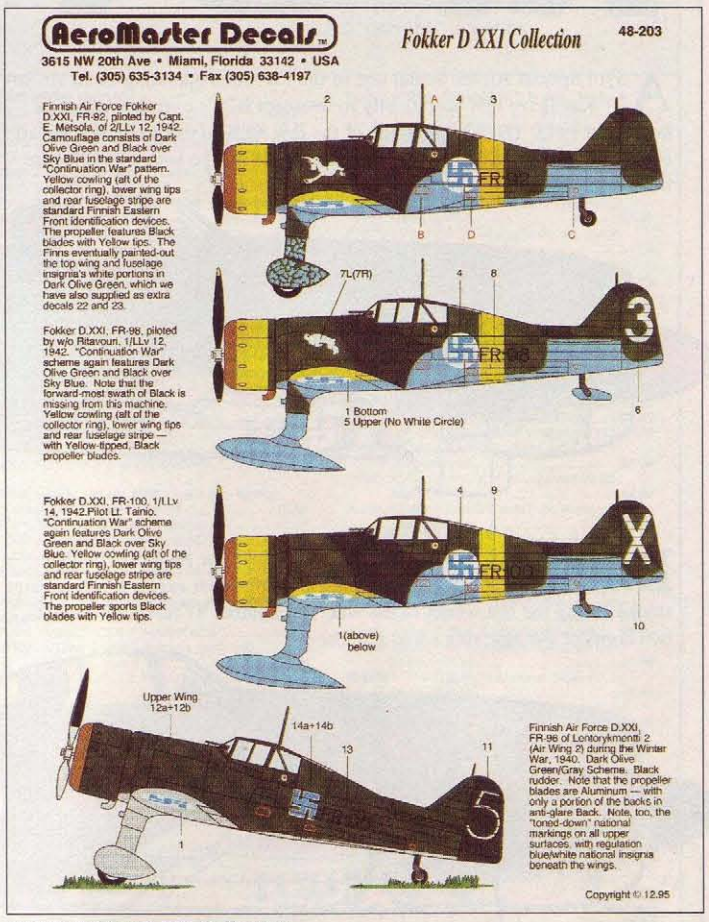
My thanks to AeroMaster for the review samples and as our news pages stated last month, all the AeroMaster range is now distributed solely by Hannants.



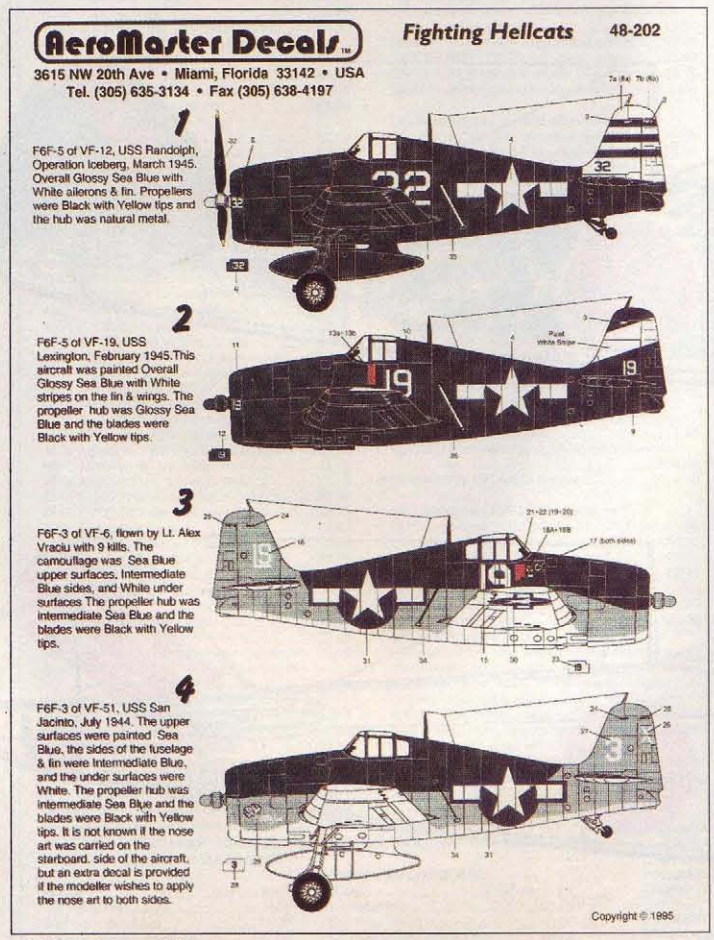
48-201 P-39 Flying Cobras



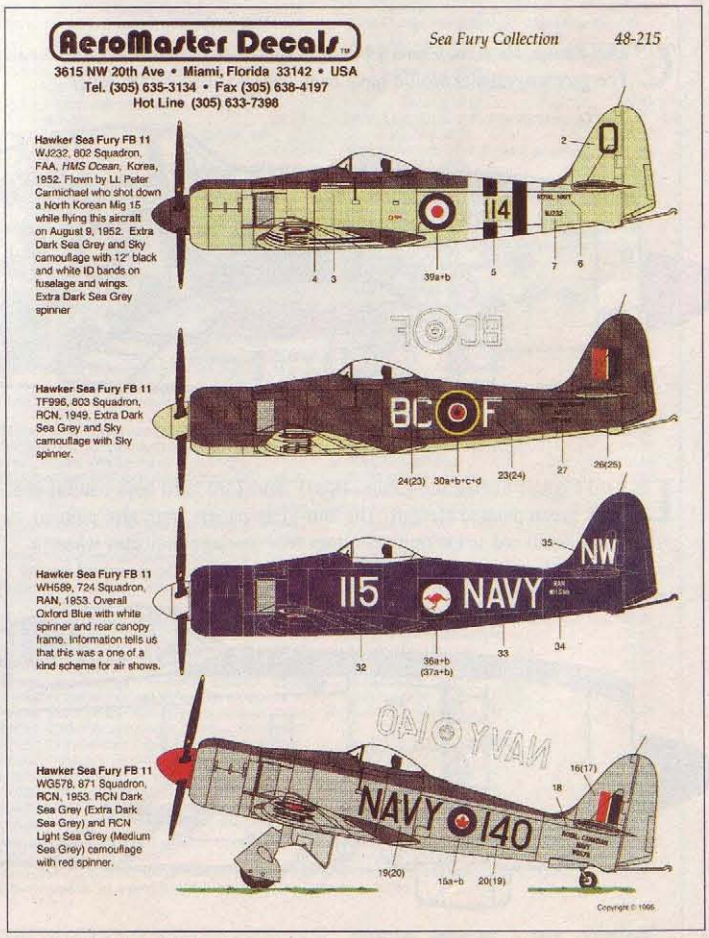
48-196 Devastator Collection



48-203 Fokker D.XXI Collection



48-202 Fighting Hellcats

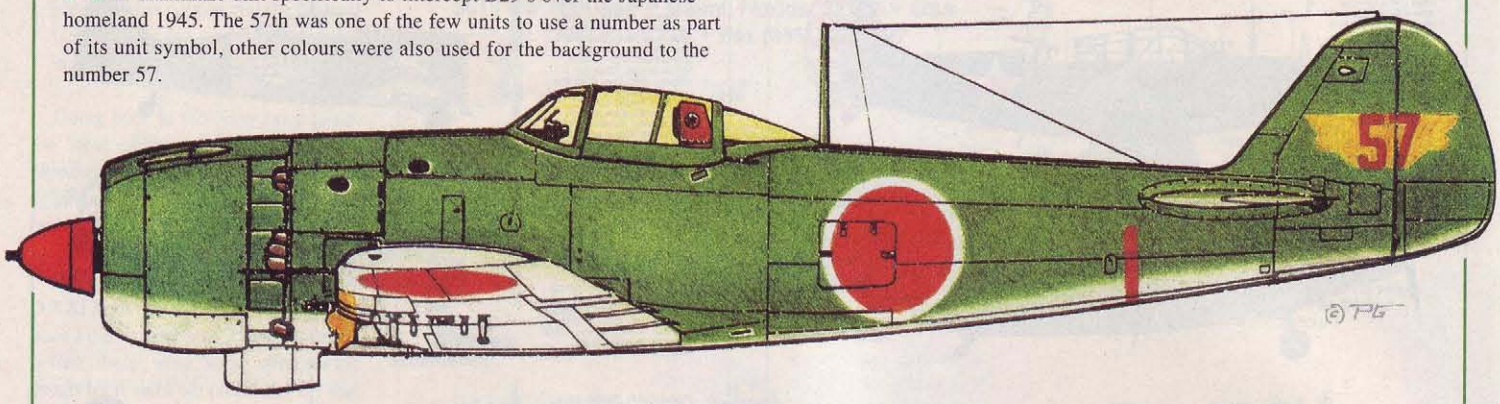


48-215 Sea Fury Collection

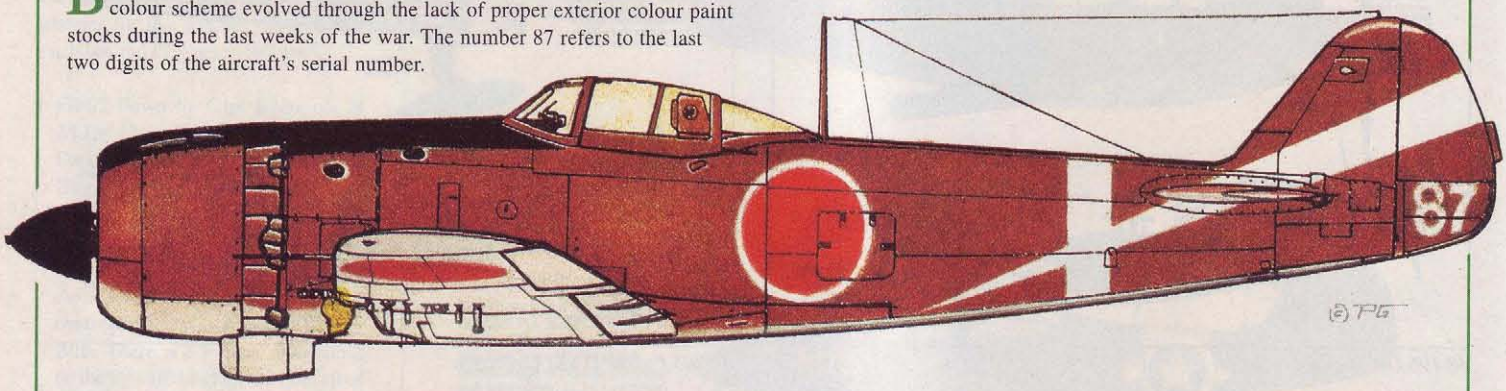
KI-84

As a follow-on to P. Ferris' article on the Ki-84 last month, *(see page 41-48)*, P. Green has produced some colour side-views for your inspiration. Also, please note, scale drawings appear on pages 108-109 of this issue.

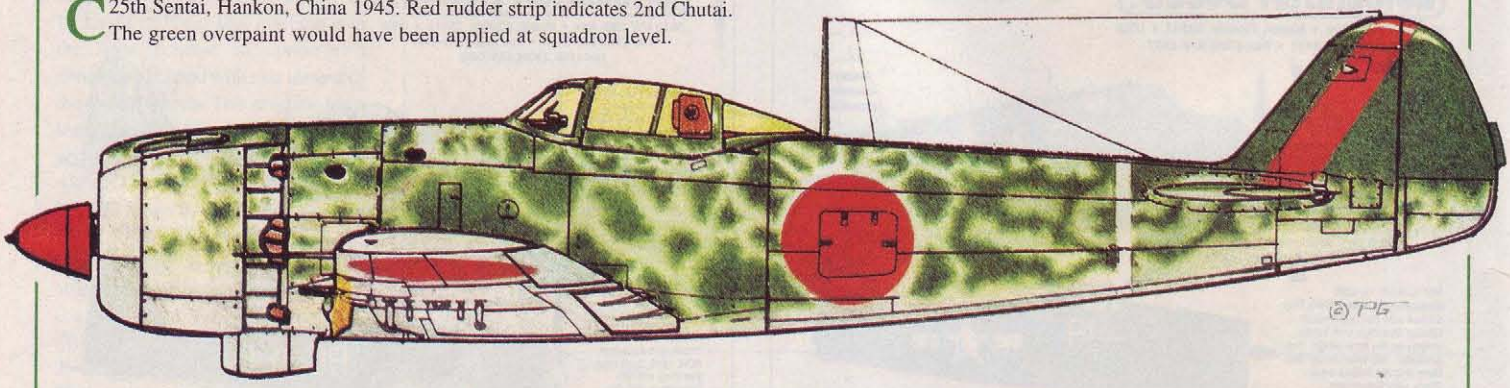
A 57th Special Attack Sentai one of the few units operating as an air -to-air Kamikaze unit specifically to intercept B29's over the Japanese homeland 1945. The 57th was one of the few units to use a number as part of its unit symbol, other colours were also used for the background to the number 57.



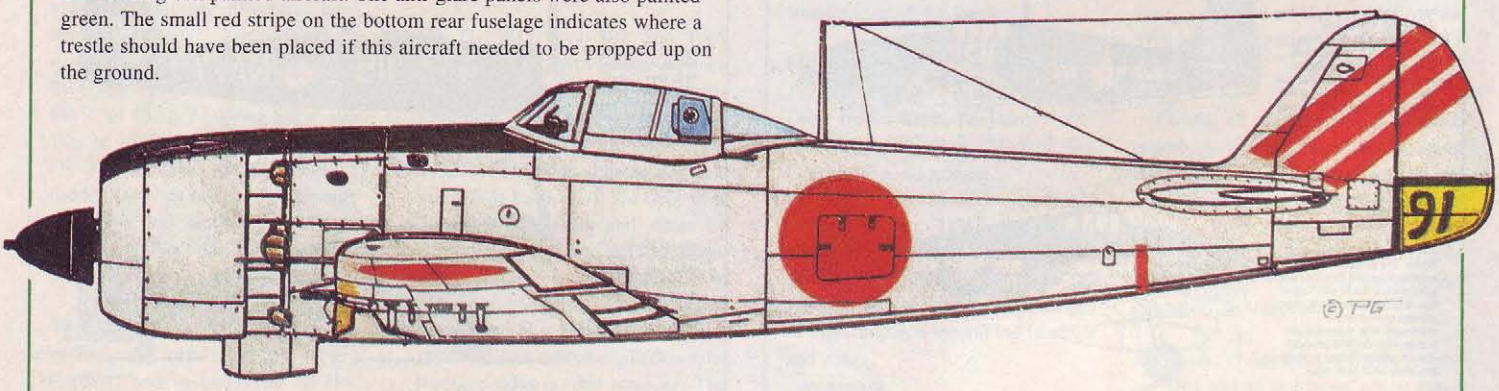
B 24th Independent Chutai operating over Sumatra 1945. The brown colour scheme evolved through the lack of proper exterior colour paint stocks during the last weeks of the war. The number 87 refers to the last two digits of the aircraft's serial number.



C 25th Sentai, Hankon, China 1945. Red rudder strip indicates 2nd Chutai. The green overpaint would have been applied at squadron level.



D 73rd Fighter Sentai 2nd Chutai (Red) The 73rd used both natural and Dark green painted aircraft. The anti-glare panels were also painted green. The small red stripe on the bottom rear fuselage indicates where a trestle should have been placed if this aircraft needed to be propped up on the ground.



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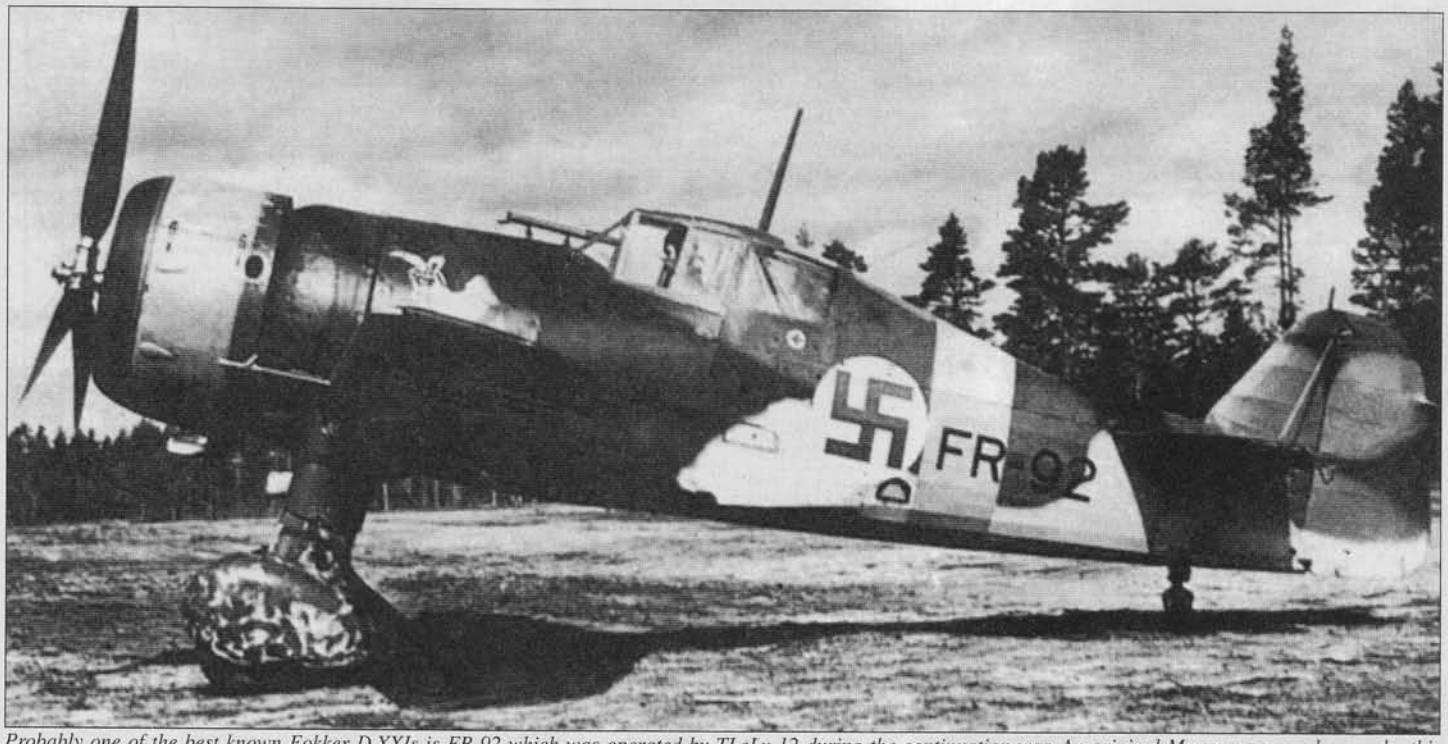
FOKKER D.XX1

Dutch Defender

by Richard J. Caruana

While Dr-Ir Erich Schatzki, Chief Engineer of the NV Nederlandsche Vliegtuigenfabriken Fokker and his team at the Papaverweg establishment in Amsterdam were engrossed with their design work of a new fighter during the early spring of 1935 they failed to introduce innovative features which were being taken for granted by other manufacturers of the period. A feeling of uncertainty hung over most of the world at that time, forcing leading aviation manufacturers to divulge less and less about their developments. Thus, when a new generation of high performance fighters made their public debut, they took the rest of the aeronautical fraternity by storm. The Fokker D.XXI was one aircraft which just missed this leap in aviation technology. That it still found a niche in aviation history is a credit to its designers and, even more, to those foreigners who believed in it. Richard J. Caruana describes and illustrates this delightful little fighter whose colour schemes makes it a modeller's dream.



Probably one of the best known Fokker D.XXIs is FR-92 which was operated by TLeLv 12 during the continuation war. An original Mercury-powered example, this machine is best known for the markings of the prancing mule seen on the forward fuselage

The Air Division of the Koninkijk Nederlands Indisch Leger (KNIL - Royal Netherlands Indies Army) issued a specification for a simple fighter aircraft which could be easily maintained in the areas where this air arm operated, that is hot and humid climates at air bases with very meagre facilities. The demand on performance was unrealistically low-key, especially in view of what the eventual opposition — Japan — was already developing. The KNIL specification did not believe in treading on unproven ground and insisted on a simple, sturdy design of typical Fokker manufacture, with a welded steel tube fuselage structure and wooden wings, together with fixed undercarriage.

Surely the small Fokker design team had some indication of what was going on in the Messerschmitt factories in Germany and Supermarine in England where aircraft were being manufactured with a new technique involving metal stressed skin monocoque fuselages and metal wings. However, KNIL's requirements came first. And then, Fokker had built a reputation for its products with a number of small foreign air arms who had similar, simple requirements. The new fighter, therefore, was to be designed as an international commercial venture.

With this in mind, Dr Schatzki instructed the design team to incorporate a number of features which the KNIL had not specified,

but which would eventually be to Fokker's advantage. These included the easy installation of a number of different power plants into the basic fuselage design without lengthy modifications, and the possibility of offering the new aircraft with retractable undercarriage.

Construction

Apart from these concepts, the only other concession to modernity with which the new Fokker fighter — by now carrying the designation D.XXI — was to be endowed, was its monoplane platform. The wing was built on two wooden box spars and plywood ribs which were then skinned with a special sheeting made of bakelite and plywood. This resulted in a wing with a very smooth finish broken only by the ailerons which consisted of fabric covered metal frames. Hydraulically-operated split flaps occupied the entire trailing edge between ailerons and fuselage centre-section.

Fixed undercarriage for the Fokker D.XXI comprised cantilever oleo-pneumatic struts enclosed in Elekton fairings while the wheels were semi-enclosed in similarly formed spats. It is interesting to note that, heeding KNIL requirements for ease of maintenance on the field, Fokker incorporated footholds on top of the front of the wheel spats to provide easy access to ground crews servicing the wing guns. Alternate retractable undercarriage units were also offered by Fokker, these retracting inward towards the fuselage centre-line into wing wheel wells — a feature which found no favour with any of Fokker's customers. A differential wheel braking system operated by compressed air was provided for the main wheels while the tailwheel was linked to the rudder but could be disengaged by the pilot.

Armament according to the KNIL specification was to consist of one 7.92mm Browning M-36 with 500 rounds offset to starboard in the fuselage and two similar weapons with 300 rounds each in the wings. Here, too, the Fokker team preferred to be flexible and made it possible to install alternatively 7.92mm FN-Browning guns or even 20mm Madsen, Oerlikon or Hispano cannon.

The fuselage was of typical Fokker construction consisting of welded chrome-molybdenum tube structure, fabric covered aft of the cockpit while the forward section and the fuselage aft upper decking was covered by Elekton detachable panels. This meant that, with the exception of the rear lower end, the whole fuselage skinning could be detached for easy access to all internal equipment. Just aft of the engine bulkhead was positioned the only fuel tank with a capacity of 350 litres (77 gallons). The cockpit was comfortable with all instruments and controls easily accessible. A turn-over pylon was positioned at the rear of the pilot's headrest. The pilot was protected from the elements by a Plexiglass canopy which afforded easy access as its port half hinged down onto the fuselage. In an emergency this canopy was jettisonable in flight. First-aid kit, radio and battery were conveniently positioned behind the pilot's seat.

Horizontal tail surfaces were metal-framed with fabric covering strengthened by a strut underneath and rigging wire to the rudder bar on top; elevators were externally mass-balanced. Fin and rudder were similarly constructed, the latter incorporating a trim tab and, on export versions only, a white tail light.

D.XXIs 212, 213, 214 and 215 in early Luchtvaartafdeling markings before changing to the "neturality markings" of orange and black. Note how the roundels were positioned at the extreme tips of the wings

Finnish-built Fokker D.XXI, serialled FR-141, fitted with a Twin Wasp Junior engine, and flown in the tactical reconnaissance role by TLeLv 14 during the Continuation War of 1941. Note that this aircraft was later to carry the ace of hearts emblem on the fin as depicted by one of the profiles on the colour art page

Birth of the D.XXI

The Fokker D.XXI's forte lay in its possible acceptance of virtually any engine available in the 650-1,000hp range, be it in-line or air cooled. Had the installation of an in-line engine become a reality it was also planned that the fuselage tank would have to be reduced in size to 270 litres (60 gallons) and an additional tank installed in the inboard section of the port wing to make up for the difference.

The Dutch government specification called for a 645hp Bristol Mercury VI-S nine-cylinder air-cooled radial engine, an example of which was installed in the prototype. Completed in February of 1936 and carrying serial number FD-322, the first D.XXI was transported by road to Welschap airfield where, after ground-running tests, it made its first flight on March 27 with Emil Meinecke at the controls. The test pilot, of Czechoslovak origin, was delighted to report that the aircraft handled beautifully and further tests confirmed that the little fighter met all KNIL requirements with a wide margin.

The elation of the Fokker design team was soon dampened by a serious re-thinking of KNIL's strategies in the East Indies, where the fighter — it was now assumed — would offer little effective

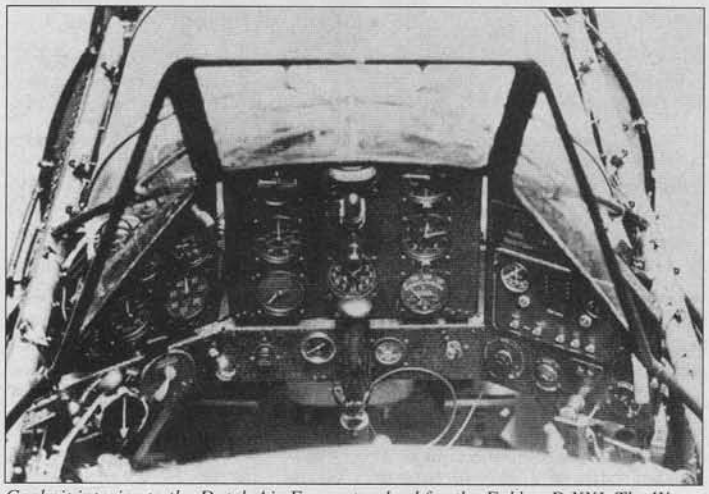
A pair of Dutch Air Force Fokker D.XXIs in flight just before the German invasion of the Low Countries. Both carry the standard three-tone colour scheme with the orange/black markings on fuselage and rudder. Note the ring and tube gunsight, typical of these machines

deterrence over such a wide territory. The Royal Netherlands Indies Army now opted for attack aircraft, and as it had only contracted for the prototype of the D.XXI, the new aircraft's future looked pretty grim. The only consolation was that KNIL recommended the type for home use.

This was not seen in good light by the Defence Ministry. The day after the D.XXI's first flight, Col P.W. Best, commander of the Luchtvaartafdeling (LVA) reported that, in his opinion, the Fokker D.XXI's maximum speed of 411km/hr (255mph) did not constitute a sufficient step forward over the performance of the D.XVII already in service. With potential enemy bombers reaching speeds in excess of 400km/hr it was proposed that a new fighter for home defence would require at least a 50km/hr speed advantage if it were to intercept successfully. Moreover, Col Best argued, the Koolhoven F.K.55, which was under development, would provide that speed with a wide margin, thus making the Fokker D.XXI obsolete. What did not transpire at that time was the fact that the Fokker D.XXI was already in hand, while the F.K.55 was still an unknown quantity — the latter finally proved to be an abysmal failure.

Notwithstanding the unfavourable comments of Col Best, the LVA commissioned a detailed and intensive flight test programme of the Fokker D.XXI on November 24, which commenced the following day and was concluded on January 10, 1937. Two days later the official report was issued finding no objection to the procurement of a number of Fokker D.XXIs by the LVA as long some modifications were incorporated. These consisted of minimal changes which brought the aircraft in line with general LVA standards and concerned instrumentation layout, improvement in overall finish of fabric and Elekton covered surfaces, and improvements to rudder and aileron actuation cables.

FR-150, first VL built Fokker D.XXI with the Pratt & Whitney Twin Wasp Junior engine and all-wing armament, as seen early in 1941. It is believed that apart from the new-build aircraft, this engine was eventually retrofitted to a number of earlier licence-built versions after their original Mercuries had been time-expired



Cockpit interior to the Dutch Air Force standard for the Fokker D.XXI. The Wasp-powered layout as built in Finland presented some changes

Sales of the D.XXI

Fokker did not wait for official Dutch orders to ensure the commercial viability of the D.XXI. In May of 1936 the firm was already represented at the Stockholm Aviation Fair where the aircraft was offered with fixed or retractable undercarriage together with a choice of engines including the1,100hp Hispano-Suiza 14 Ha, the 925hp Hispano Suiza 12 Ycrs and the 830hp Bristol Mercury VII air-cooled radials. But its most saleable quality was considered to be its unsophisticated construction which made it an ideal candidate for licence production virtually anywhere in the world.

The first foreign interest came from Finland with an order for seven D.XXI powered by the Bristol Mercury and an option for a manufacturing licence for a further 14 aircraft by the Valtion Lentokonetehdas (State Aircraft Factory) on November 18, 1936. Finland not only took the option in March of the following year but increased the number to 35 two months later. Finland was also interested in the retractable undercarriage variant but after calculating the additional weight necessary for the retraction gear, doors, etc projected performance figures showed only a marginal increase in speed but a drop in rate of climb. Finland decided for the fixed wheel version which, powered by the Bristol Mercury VII, was expected to attain a speed of 460km/hr (286mph).

The Finnish Air Force specified an armament of two 7.9mm FN-Browning M-36 machine guns mounted in the fuselage and another similar pair in the wings. Polish-built Mercury engines were acquired for the seven examples to be built by Fokker, the engines driving a three-bladed two-pitch propeller. Fokker, on its part, included all the LVA recommended modifications onto the aircraft destined for Finland, delivery of which commenced in the summer of 1937.

The Dutch government had, in the meantime, voted funds for the procurement of 36 D.XXIs for the LVA virtually identical to the ones which Fokker was building for Finland except for the British-built

FOKKER D.XX1

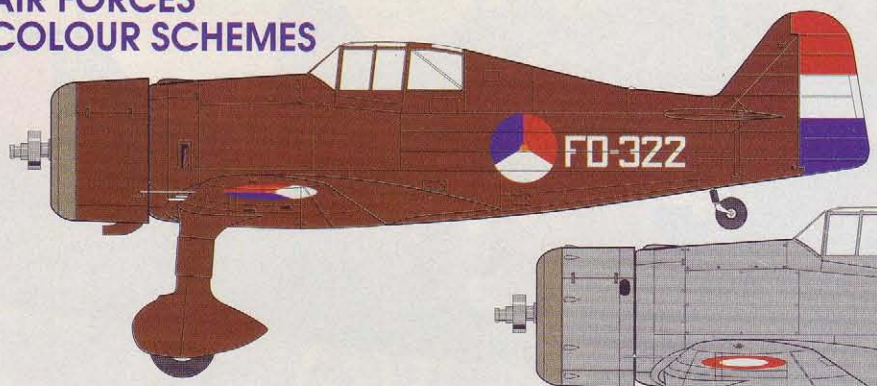
Fokker D.XXI of the 2e Jachtvliegtuigafdeling based at Schiphol airport in the Spring of 1940. Note the emblem with the three mice (right) on the engine cowling

Fokker-built D.XXI supplied to Finland and operated by TLeLv 12 for tactical fighter-reconnaissance mission during the Continuation War. The mule emblem depicted on the front fuselage is also reproduced on the right

D.XXI built under licence by Valtion Lentokonetehdas in Finland with a Twin Wasp Junior engine and operated by TLeLv 14 during the Continuation War. The aircraft has the extended rear cockpit glazing and an ace of hearts emblem (right) on the rudder

Colour Art: © Richard J. Caruana, 1996

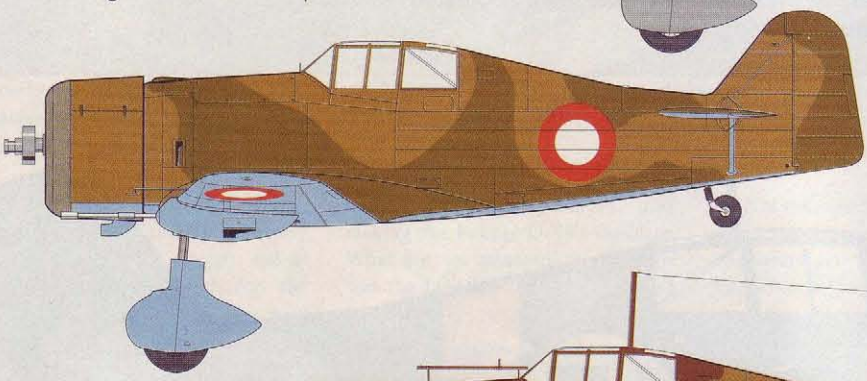
DUTCH & DANISH AIR FORCES COLOUR SCHEMES



Left: Fokker D.XXI prototype, FD-322, in overall reddish brown finish. This finish has been erroneously been referred to in the past as being overall dark green

Above: Fokker D.XXI coded J-41 of the Danish Army Aviation Troops in delivery markings and all-aluminium dope finish

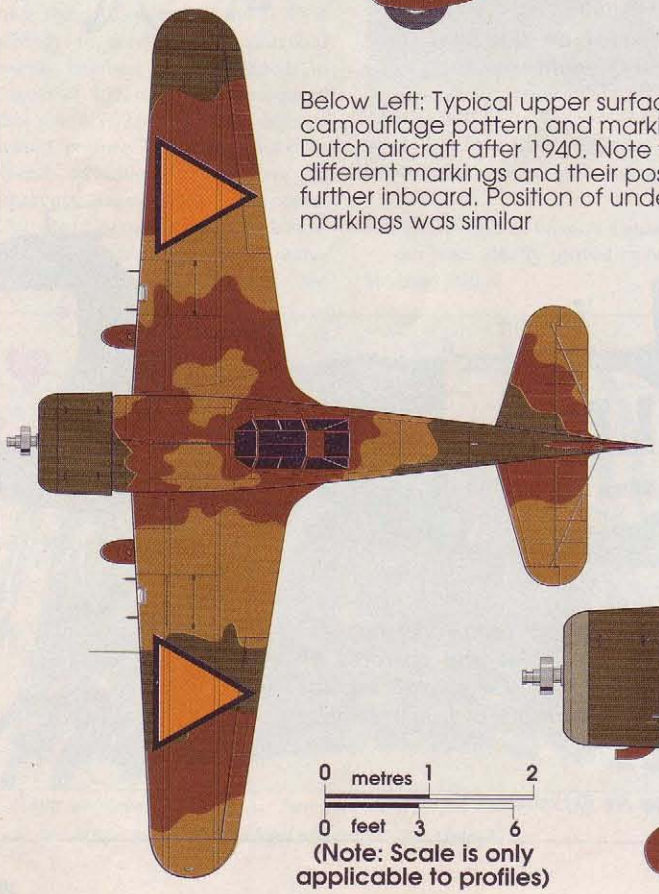
Below: Fokker D.XXI of 2 Eskadrille, Danish Army Aviation Troops, 1940 with Madsen underwing 20mm cannon pods



Typical undersurface colour scheme and position of markings for a pre-1940 Fokker D.XXI of the Netherlands Air Force. Position and style of markings for upper surfaces are similar

Right: Fokker D.XXI of 5e Jachtvliegtuigafdeling, with markings typical of the pre-1940 period

Below Left: Typical upper surface camouflage pattern and markings for Dutch aircraft after 1940. Note the different markings and their position further inboard. Position of underside markings was similar



Below: Fokker D.XXI of 2e Jachtvliegtuigafdeling, with markings typical of the post-1939 period. Later aircraft of this unit were to receive the "three mice " emblem on the cowling (see colour art page)

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(Note: Scale is only applicable to profiles)

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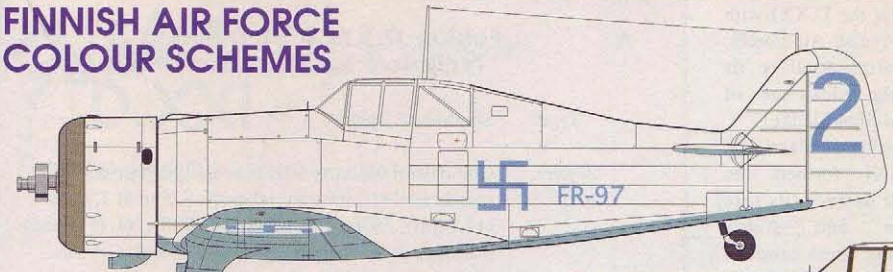
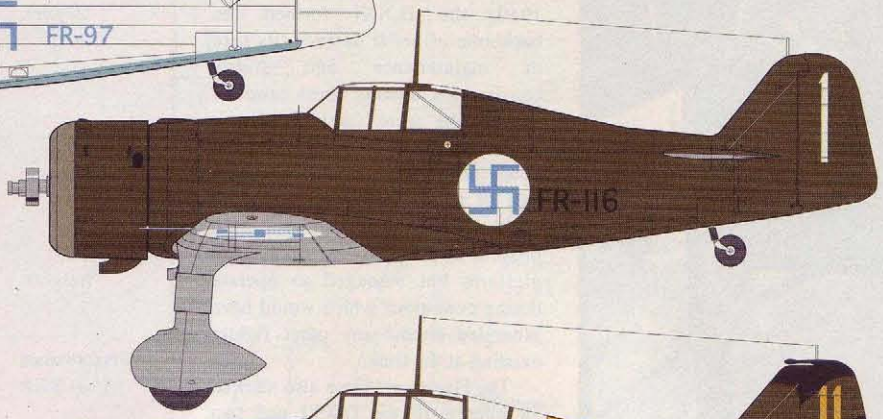
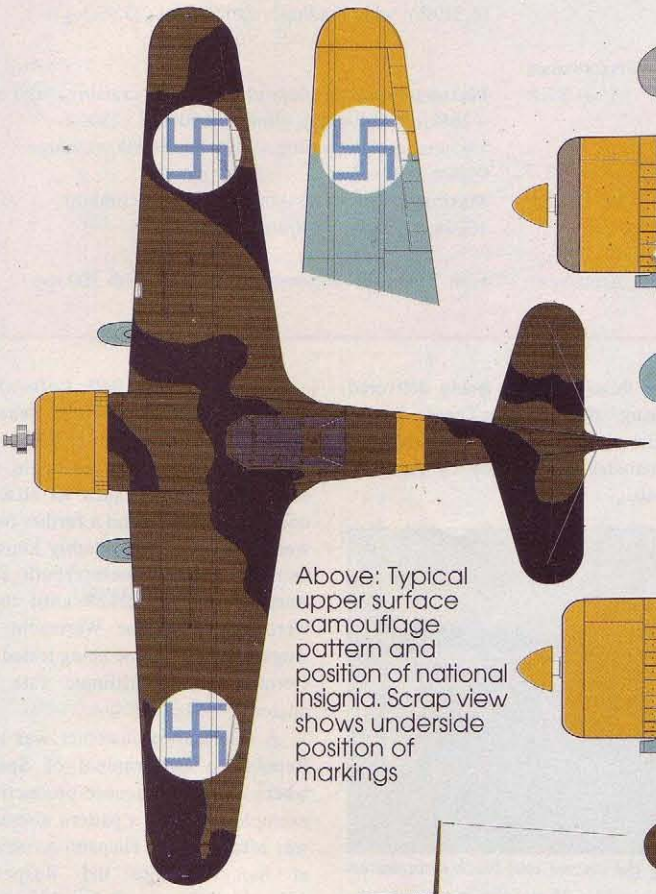
FINNISH AIR FORCE COLOUR SCHEMES



Fokker D.XXI in all-white winter scheme (1939/40) flown by Capt. Jorma Sarvanto of HLeLv 24

Right: Fokker D.XXI, FR-116, of HLeLv 24 during the Winter War.



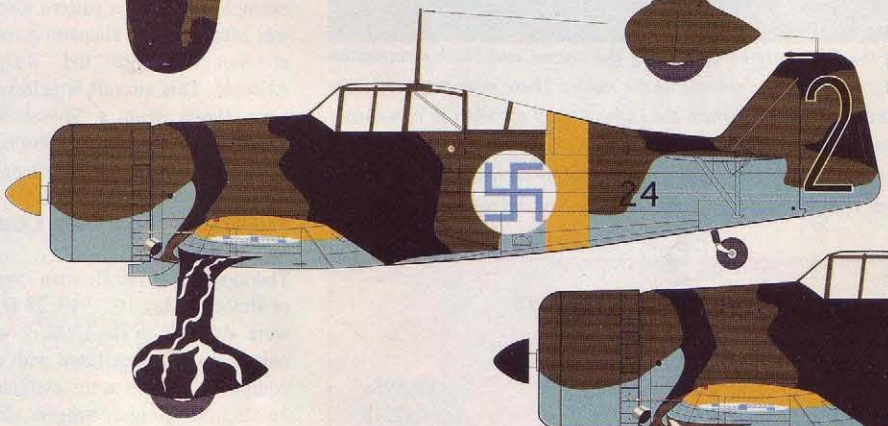


Above: Typical upper surface camouflage pattern and position of national insignia. Scrap view shows underside position of markings

Above: Finnish-built Fokker (VL) D.XXI with Pratt & Whitney Twin Wasp, serialled FR-140. Note yellow "11" on rudder

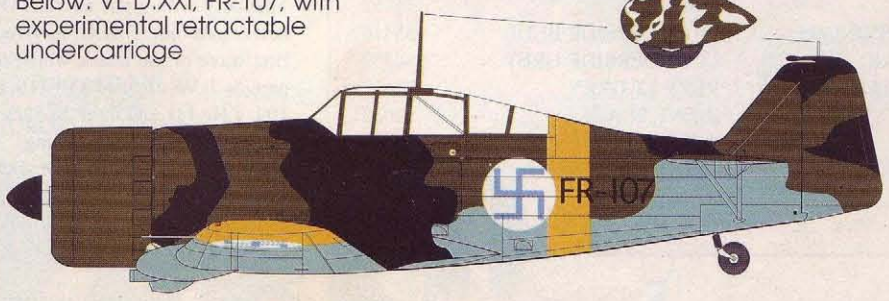
Below: FR-143 is another VL D.XXI, serialled FR0143 in service with TLeLv 16 for reconnaissance duties

Left: VL D.XXI serial FR-124 (partly overpainted) of an unknown unit operating during the Continuation War (1940/41)



Above: VL D.XXI, FR-160 operated by an unidentified unit during the Continuation War (1940/41) wearing strange patterns on the wheel spats

Below: VL D.XXI, FR-107, with experimental retractable undercarriage



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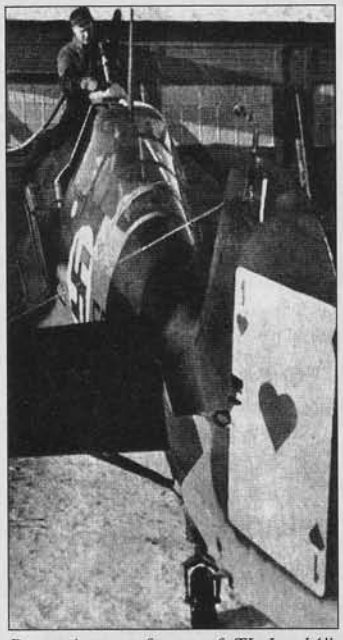


Rare picture of one of TLeLv 14"s machines seen being refuelled. It is carrying the emblem of the "ace of hearts" on the rudder

Mercuries while the quartet of machine guns were all housed in the wings in two pairs. The first LVA example (Serial N° 212) was flown during summer of 1938 and proved to be faster than predicted, to the elation of the LVA Committee's test pilot, Dr-Ir van der Maas. The only problems concerned the coarse pitch of the propellor which drastically reduced performance at high altitudes. The aircraft went for acceptance trials at Schiphol in July and was officially accepted later on that month. The second and third Fokker D.XXIs (213 and 214) were delivered early in August with two more being delivered before the end of the month, all aircraft going to Soesterberg. The last D.XXI (N°247) was to be delivered on March 3, 1939 but was retained by Fokker for further development and was only handed over in September 8 of that year. Foreign attention was further highlighted when a lightened Fokker D.XXI (serial 217) was flown by T.H. Leegstra to establish a new Dutch altitude record on September 3, 1938 when it reached a height of 11,353m.

The D.XXI in Finland

When the Soviet forces invaded Finland on November 30, 1939, all 35 examples mentioned earlier had been constructed serialled FR-83 to FR-117. These were assigned to TLeLv 24 and gained the dubious honour of being the first D.XXIs to fire their guns in anger. One of the great Finnish aces, Lt Eino Luukkanen, flying FR-104 recorded the first official kill with the type on December 1, 1939 destroying a Soviet Tupolev SB in the vicinity of Jääski. During this so-called "Winter War" many volunteer Danish and Swedish pilots flew the D.XXI with the Ilmavoimat (Finnish Air Force), the aircraft endearing itself to its pilots earning the nickname of Ukkomokkeri (Old Man Sledge).

Until the armistice of March 13, 1940, the D.XXI formed the backbone of aerial defence, its ease of maintenance and sturdy construction bearing great rewards. The results were staggering: over 180 enemy aircraft had been shot down for the loss of only 12 D.XXIs, half of these were lost in landing accidents! The aircraft not only proved to be an excellent gun platform but managed to operate during conditions which would have grounded almost any other fighter existing at the time.

The Danish air force also showed an interest in the D.XXI and two pattern examples (J-41 and J-42) were purchased from Fokker powered by Mercury VIII engines, together with a licence production for a further 10 to be built at the Army Aviation Troops' Workshops, Copenhagen (Hærens Flyvertroopers Værksteder). All examples were built to take a pair of Madsen 20mm cannon in underwing packs in addition to a pair of 7.9mm FN-Brownings in the fuselage. These cannon packs were manufactured by the Dansk Industri Syndikat. Production began in 1939 with the first three examples being delivered during that year. These joined 2.Eskadrille at Værløse with the remainder being ready by April of 1940.

Fokker D.XXI & VL D.XXI Technical Specification

Type:	Single-seat fighter
Engine:	One Bristol Mercury VIII nine-cylinder air-cooled radial rated at 730hp for take-off; 825hp at 3,960m (13,000ft), 760hp at 5,100m (16,750ft); VL (Finland) one Pratt & Whitney R-1535-SBC-4 and -G Twin Wasp Junior of 825hp
Dimensions:	Span – 11m (36ft1in); length – 8.20m (26ft11in), (VL): 8.46m (27ft9in); height – 2.95m (9ft8in); wing area – 16.2m² (174.37 sq ft
Weights:	Empty – 1450kg (3,197lb); max take-off – 2050kg (4,519lb); wing loading – 126.5kg/m² (25.9lb/sq ft
Performance D.XXI:	Maximum speed – 460km/h (286mph); cruising speed – 386km/h (240mph); climb to 1000m (3,280ft) – 1.45min; service ceiling – 11000m (36,900ft); range – 950km (590miles)
VL D.XXI:	Maximum speed – 434km/h (272mph); climb to 1000m (3,280ft) – 1.4min
Armament:	Four 7.9mm FN Browning M-36 guns with 300 rpg

Fokker D.XXI of the Dutch Air Force bearing the orange and black traingles on fuselage and wings and the same colours on the rudder. These were supposed to be "neutrality markings", something which the Luftwaffe did not seem to agree with! The aircraft is seen with extensive battle damage to the rear underside fuselage. The fact that these aircraft could still return to base after taking such punishment goes to show the sturdiness of Fokker's design, which endeared the aircraft to its pilots

Finnish Air Force Colours FS.595a Equivalents

COLOUR	TRANSLATION	FS.595a
TUMMANRUSKEA	ALUMINIUM	37178
TUMMANVIKREA	BROWNISH GREEN	30277
TUMMANVIKREA	GREY-GREEN	34159
OLIVINVIKREA	DK OLIVE GREEN	34098
VIKREA	LT OLIVE	34258
VAALEANSININEN	LT UNDERSIDE BLUE	35414
HOPEANHARMAA	LT UNDERSIDE GREY	36559
VAALEANHARMAA	VERY LT GREY	36492
MUSTA	IDENT BLACK	37038
PUNAINEN	IDENT RED	31302
KELTAINEN	IDENT YELLOW	32655
SININEN	IDENT BLUE	35012

On April 9, 1940 Luftwaffe Bf 110s strafed Værløse where 2.Eskadrille had eight D.XXIs on strength. These machines could do very little to repel such an attack; one was destroyed and a further four were damaged. It is reliably known that three aircraft were rebuilt and stored at Kløvermarken until they were seized by the Wermacht in August of 1943, some being tested in Germany; their ultimate fate is unclear.

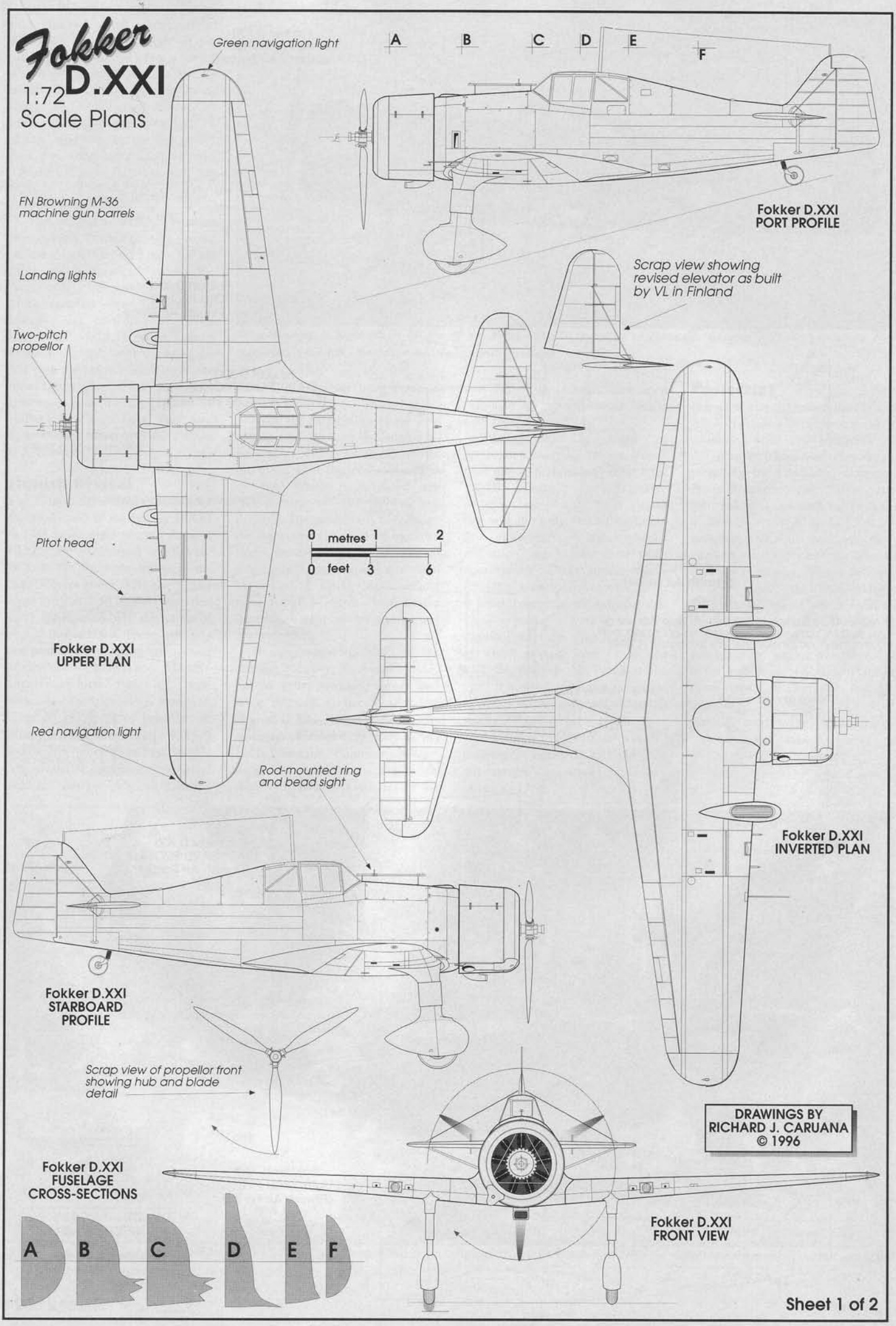
A less known customer was the Republican Government of Spain where the first licence-production example (actually a pattern aircraft) was assembled by Hispano Aviación at San Vincente del Raspeig, Alicante. This aircraft is believed to have flown with a Soviet M-25 power plant before the production line was overrun by the Nationalists.

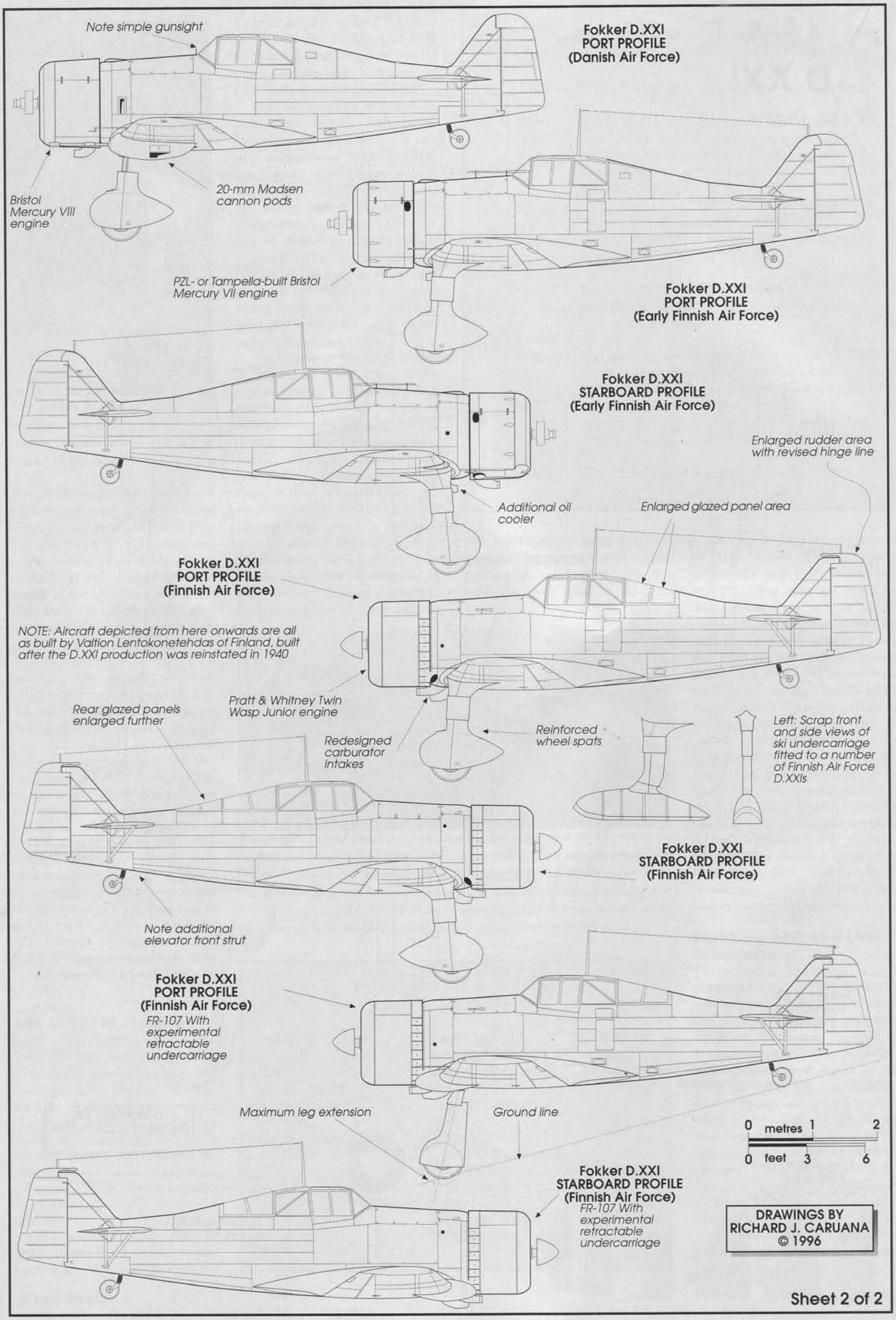
Fighting over the Low Countries

The morning of the German invasion of Holland, May 10, 1940, 29 D.XXI were available to the LVA, of which only three had been fitted with radio equipment. These were assigned to 1e Jachtvliegtuigafdelingen (JaVA) with eleven aircraft based at De Kooy, 2e JaVA based at Schiphol with 10 aircraft and 5e JaVA based at Ypenburg with eight aircraft. Of the latter, only one D.XXI survived the first wave of the attack whilst on its part, 5e JaVA claimed a Bf 110, a Bf 109, a He 111 and three Ju 52/3ms.

Notwithstanding being out-numbered, the Dutch Fokker D.XXIs made a creditable stand against the Luftwaffe. For example, Lt. Plesman (son of the director of KLM)

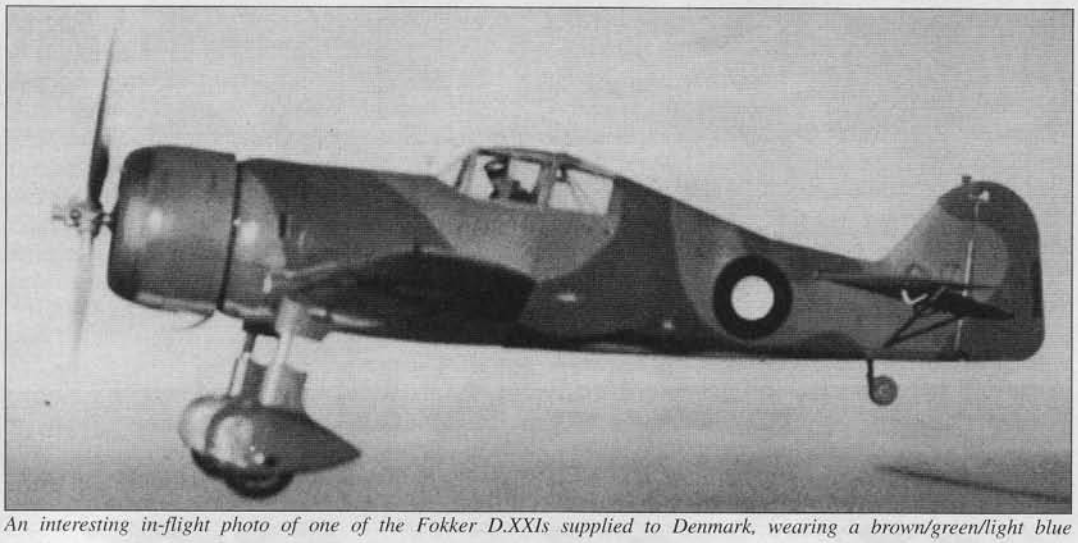
Fokker D.XXI
1:72 Scale Plans




Note simple gunsight
Fokker D.XXI
PORT PROFILE
(Danish Air Force)
Bristol
Mercury VIII
engine
20-mm Madsen
cannon pods
PZL- or Tampella-built Bristol
Mercury VII engine
Fokker D.XXI
PORT PROFILE
(Early Finnish Air Force)
Fokker D.XXI
STARBOARD PROFILE
(Early Finnish Air Force)
Enlarged rudder area
with revised hinge line
Additional oil
cooler
Enlarged glazed panel area
Fokker D.XXI
PORT PROFILE
(Finnish Air Force)
NOTE: Aircraft depicted from here onwards are all
as built by Valtion Lentokonetehdas of Finland, built
after the D.XXI production was reinstated in 1940
Pratt & Whitney Twin
Wasp Junior engine
Rear glazed panels
enlarged further
Redesigned
carburator
intakes
Reinforced
wheel spats
Left: Scrap front
and side views of
ski undercarriage
fitted to a number
of Finnish Air Force
D.XXIs
Fokker D.XXI
STARBOARD PROFILE
(Finnish Air Force)
Note additional
elevator front strut
Fokker D.XXI
PORT PROFILE
(Finnish Air Force)
FR-107 With
experimental
retractable
undercarriage
Maximum leg extension
Ground line
0 metres 1 2
0 feet 3 6
Fokker D.XXI
STARBOARD PROFILE
(Finnish Air Force)
FR-107 With
experimental
retractable
undercarriage
DRAWINGS BY
RICHARD J. CARUANA
© 1996
Sheet 2 of 2

managed to shoot down three Bf 109Es during a dogfight in the vicinity of De Kooy, while a fourth was shot down by another D.XXI pilot, without suffering any losses though all Dutch aircraft returned to base with fabric and wing skin in shreds. However, by the end of the first day De Kooy, Schiphol and Ypenburg had to be evacuated. All D.XXIs were formed into one JaVA at Buiksloot.

The number of D.XXIs became less and less as aircraft were caught on the ground during Luftwaffe air raids, being reduced to twelve serviceable machines on May 11. More victories were recorded by Dutch pilots, including Bf 109Es shot down by Lt Overvest and Lt Doppenberg, the latter engaging no less than nine Messerschmitts at one time! Operations from Buiksloot continued until the capitulation of Holland four days later. This was, however, not the end of the Fokker D.XXI story.



An interesting in-flight photo of one of the Fokker D.XXIs supplied to Denmark, wearing a brown/green/light blue camouflage, but still without the madsen underwing cannon

Finnish Revival

The Finnish State Factory reinstated the production of the Fokker D.XXI in 1941 at the State Aircraft Factory. HLeLv 24 exchanged its Fokker D.XXIs for Brewster Buffalos, the old machines going to HLeLv 32 and some to HLeLv 30 (mixing with that unit's Hurricanes) until the arrival of new-built machines. There was only one problem with the reintroduction of production: the lack of Mercury engines which had all been earmarked for Blenheims. However, some 80 examples of the Pratt & Whitney Twin Wasp Junior R-1535 fourteen-cylinder twin-row radials were available, and here the original Fokker design which allowed flexibility of power plant came in good stead.

With the installation of the new engine, the fuselage mounted FN-Brownings had to be transferred to the wings while the increased weight of the Wasp necessitated the enlargement of the vertical tail surfaces. The opportunity to redesign the horizontal tail surfaces was also taken, these retaining their external shape but incorporating a revised hinge-line, while a second reinforcement strut was also introduced. Rear canopy glazing was also extended.

Being some 25hp short of the original Mercury, the Wasp version proved under-powered, slower and more difficult to handle than the original D.XXI. However, all 50 new machines on order were ready during 1941. When the "Continuation War" began on June 25 of that year, HLeLv 32 had 19 examples of the new fighter but these were soon relegated to reconnaissance duties with HLeLv12 and 14.

History has a habit of performing amazing "about turns": the Finns experimentally completed FR-107 with a retractable undercarriage. As far as is known this was the only D.XXI so fitted. The undercarriage legs, wheels, retraction mechanism and even doors seem to this author highly similar to those of the Fiat G.50 and it would come as no surprise that these units were actually cannibalised from such a machine, of which several were in service with the Finnish Air Force at the time. It is also known that two years later this machine was rebuilt to the standard fixed-wheel version.

As late as 1944, Finland was still building the Fokker D.XXI while the last example was retired from service as late as 1951.

Postscript

It is most surprising that the Finnish Air Force failed to preserve a single example, when one considers its diligence in preserving other types, including the Gladiator, Gauntlet, Hart, Blenheim, etc. Some parts were found in Denmark but Finland, at least, preserved a full set of drawings and about ten years ago, two full-sized replicas were built in Holland in a joint project between Fokker and the Koninklijke Luchtmacht, one of which went to the Military Aviation Museum at Kamp Seist; I believe the other, belonging to Fokker, was presented to the Aviodrome at Schiphol. One of these wears the orange triangle markings, bears code "221" and proudly carries the "three mice" emblem on the nose.

Richard J. Caruana

Wasp-powered FR-107 of the Finnish Air Force experimentally fitted with a retractable undercarriage. It was found that the slight increase in speed did not justify the extra weight which eventually penalised operational ceiling and range

1. H.P Halifax ZS-BTA operated by Alpha Airways (Pty) Ltd.

2. H.P. Halifax 8 G-AILO (formerly PP280)was operated by the Lancashire Aircraft Corporation.

A HALIFAX that's different

3. H.P. Halifax 8 G-AKXT was "Air Rover" operated by the Lancashire Aircraft Corporation in 1950.

4. H.P. Halifax 8 G-ALCX (Ex- PP335) flew with Lancashire Aircraft Corporation as "Air Regent".

World War Two was over and machines as well as men and women were being demobilised, and despite the retention of no less than 20 former Halifax bombers, now converted to transports with No.46 Group, many which had seen battle service with the RAF were being disposed of. In so doing, modellers are presented with some very simple conversions making for individuality in any collection, most of what is called for being civil registration and the addition of the pannier under the bomb bay, in short a paint job and some simple carving of a block of wood, modifications even less taxing than those suggested in the article on Lancasters in our December 1995 bumper issue (See Pages 662-5).

The general trend of things is summed up in this months artwork, G-AHZN being one of the few LAMS (London Aero and Motor Services Ltd.) machines to retain its military markings, the other five being finished in an over all blue colour scheme.

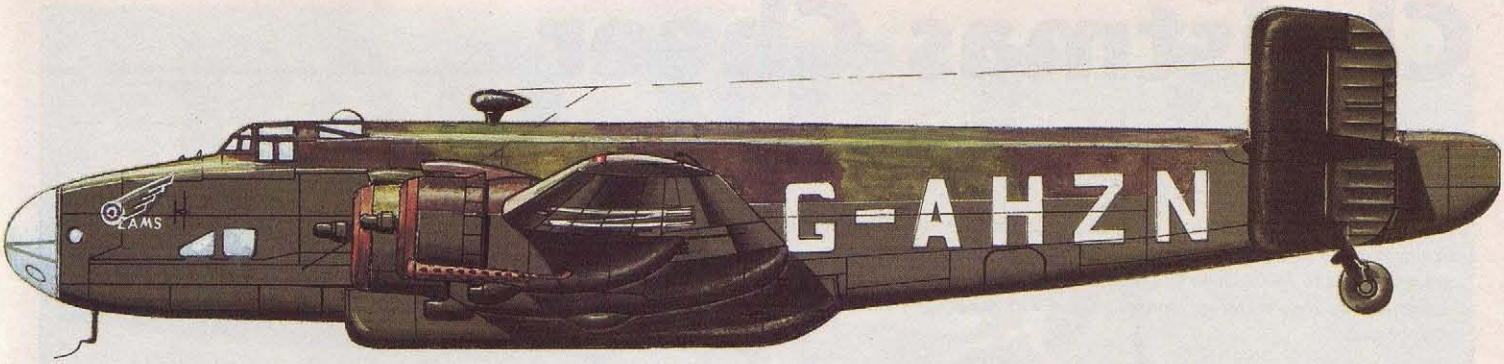
Even more straight forward is the second machine depicted in colour, British Overseas Airways Corporation's G-AHDU, "Falkirk" which

5. H.P. Halifax 8, F-BCJR (formerly PP278) operated by "SANA"it had been registered as G-AHVT in the UK.

6. H.P. Halton 1 G-AHDM (formerly PP228) named "Falmouth" with BOAC which flew it from July 1946. It is shown here in the colours of Westminster Airways.

7. H.P. Halton 1 , G-AHDX (formerly PP316) was purchased by Aviation Traders Ltd in July 1948. It crashed in the Swiss Alps on the 16th of April 1950.

8. H.P. Halifax 9 G-ALYI (RT884) was registered in the name of Aviation Traders Ltd. It was later scrapped at Southend.



was left in an aluminium scheme, relieved chiefly by the huge Union Flag across the fin and rudders. This was one of eighteen operated by BOAC with one more kept for spares. Twelve of them were being modified as Haltons, the other remaining C.VIIIs as originally designed. These had round rather than rectangular fuselage windows. "Falkirk" had been constructed as PP310 and was finally scrapped at Southend in 1950.

Having established that apart from the blue LAMS' machines and the similarly finished G-AGZP operated by British American Air Services on behalf of His Highness the Maharaja Gaekwar of Baroda in the Spring of 1946, Halifax and Halton transport colour schemes may be divided into two categories, overpainted wartime camouflage and aluminium, a review of the photographs reproduced here proves interesting:

Photograph 1 shows the Maharaja's aircraft later in its career lettered, low down and smaller than standard, ZS-BTA with Alpha Airways above the windows.

Among the "silver" machines, G-AILO (photo 2) had been constructed as PP280, a Halifax 8 before receiving civil identity at the end of October 1947. First operated by the College of Aeronautics, it was being flown by the Lancashire Aircraft Corporation, the logo of which is just visible over the fuselage windows, in the following September, and it is important to note that the registration lettering was carried across both wings, above and below, not confined to one only as in the present day, although the custom of doing so was just appearing at this time.

Another aircraft, (Seen in photo 3) G-AKXT ex-PP220 and known as "Air Rover" was also operated by LAC during 1950 only to be broken up the same year at Bovington.

A third LAC machine is ex-PP335 (photo 4) which flew as G-ALCX "Air Regent" from 1947, only to meet the same fate as G-AKXT at the same place in 1952. The wing registration layouts of both of these being similar to that of the first here.

A French machine, formerly PP287 and now F-BCJR, appears in photo 5. Operated as part of the "SANA" Fleet, a fact marked on the upper fin and above the shield marking on the nose. It had earlier been registered in Britain as G-AHVT and throughout its career carried the wing lettering across both wings.

Not so G-AHDM seen in photo 6 in July 1946. This had its wing registration above the starboard side and below on the port. A true Halton, that had formerly been PP228 and is wearing the markings of Westminster Airways. It was to be scrapped in September 1950 having earlier exchanged its previous name of "Falmouth" for "The Reindeer" while being used in making the film "No Highway".

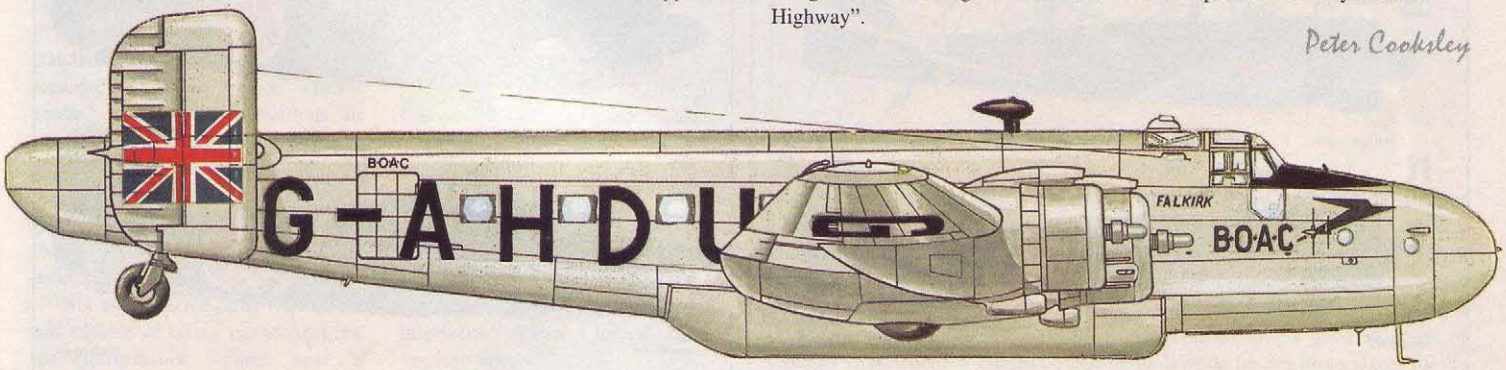
9. H.P Halifax G-ALYJ (RT776) was ferryed to Southend to be broken up for spares by Aviation Traders Ltd.

With its wing registration as that above, G-AHDX was another Halton (Photo 7) which was purchased by Aviation Traders in July 1948 only to crash in the Swiss Alps on the 16th of April 1950 while being operated by Worldair Carriers. It had taken part in the Berlin Airlift and had originally been PP316.

A trio of doomed machines are the subjects of photos 8,9 and 10, all belonging to Aviation Traders Ltd which purchased thirty three such machines on the 9th of March 1950. They are seen waiting to be ferried to Southend on the 24th May 1951, there to be reduced to spares; as a result none have any wing registrations. 'LYI had been RT884, 'LYJ (interesting in having a top bar to its final letter) RT776, and 'LYK, RT785. This final one is of special interest in that the positions of the fin flash, serial number and fuselage roundel may be made out by virtue of having been obliterated with fresh black dope, and immediately aft of the position of the former side marking, an overpainted "X" may be seen.

10. H.P. Halifax 9 G-ALYK (RT785) was also purchased for reduction to spares by Aviation Traders Ltd.

Peter Cooksley



Christmas Cheer

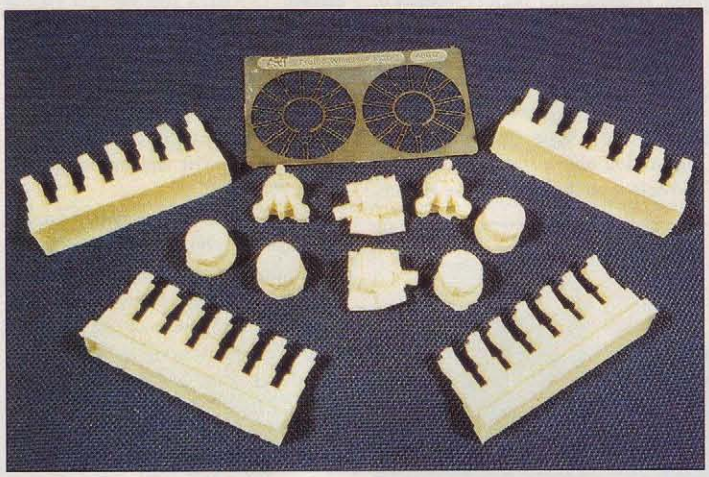
I am afraid to say that the Christmas festivities got to the unsupervised production crew (Ed. down pub) last month and this resulted in some transposition of photos etc.

We are all human and the task of producing a magazine close to Christmas is, I am sure, not top of everyone's list of things to do for the festive season.

We would like to apologise to all our readers and the manufacturers for these mistakes and we have therefore reproduced herewith the images which should have appeared.

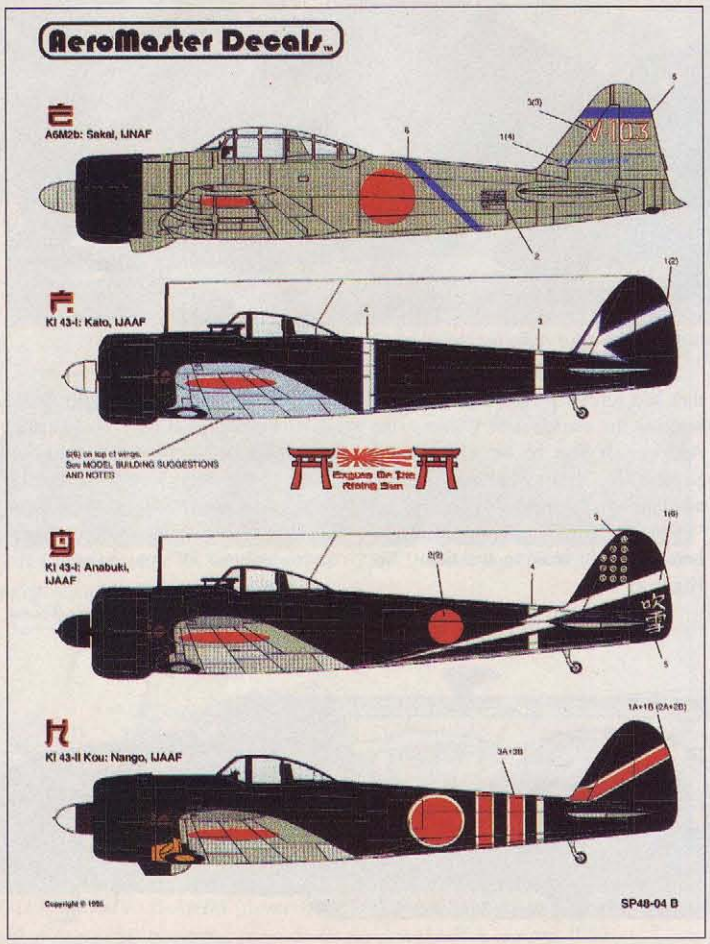
Page 11

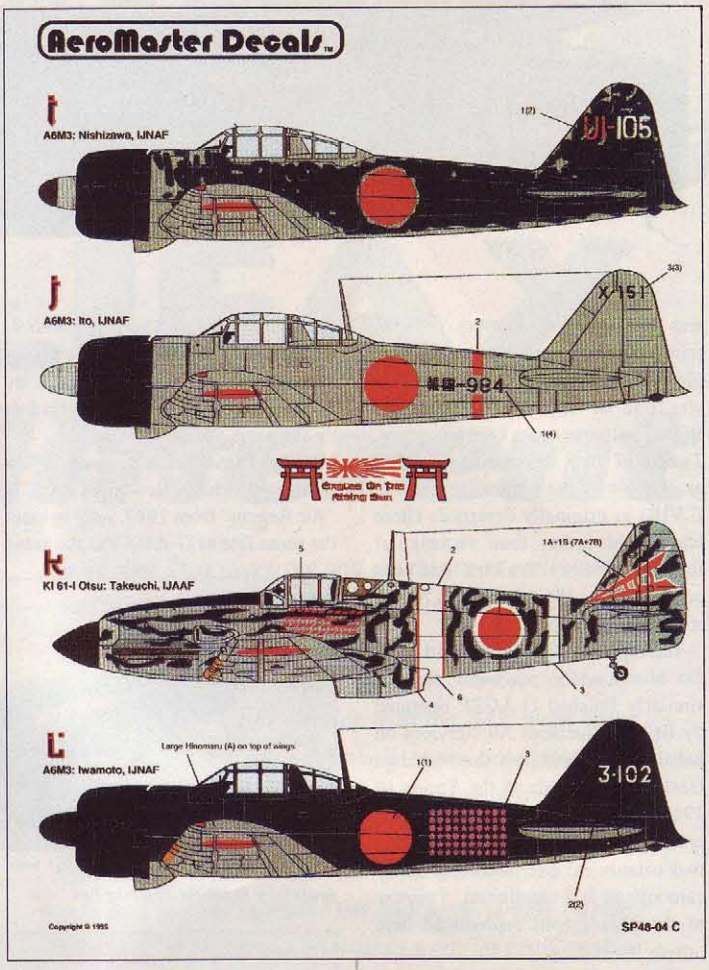
As you can see the new set of P&W R1830's from ART (below) are indeed 'Works of Art'.

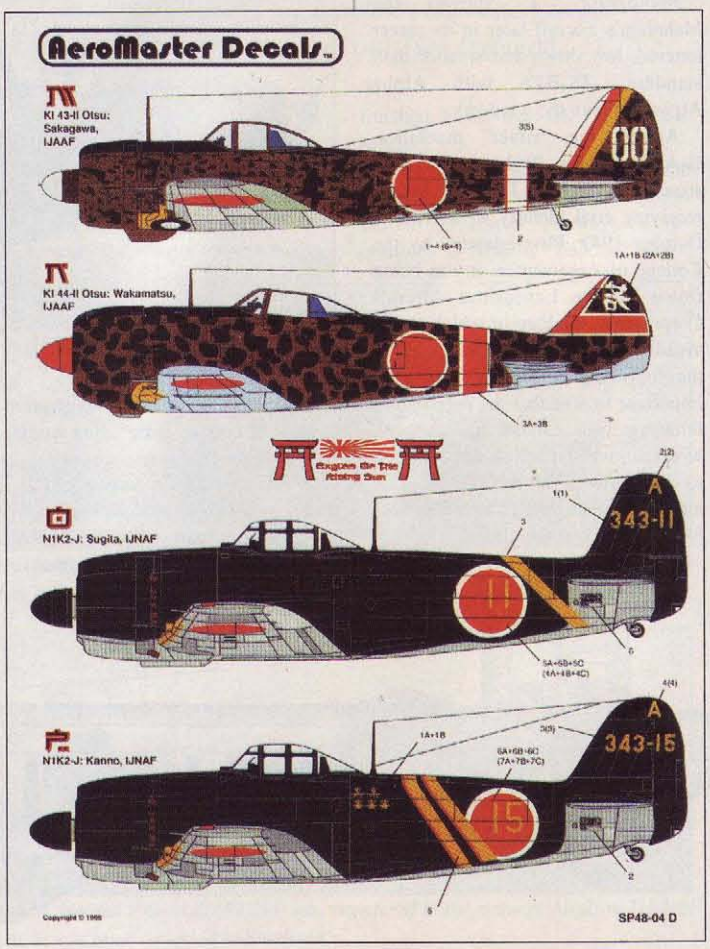


Page 23

The colour instructions which should have appeared on this page are as follows (below and left).







SPAD VII.C.I.

It must have been years ago that I decided that making biplane models from kits was not really for beginners and moved on to various other modern subjects. However, with a recently revived interest in aircraft of WWI I thought it was time to have a 'bash' at something. What to model? Well for me the planes of the Royal Flying Corps held the most attraction so the next step was to look at availability. By far the greatest number of kits from the various manufacturers are in 1/72 scale but the thought of fitting all those struts and rigging in that scale was a bit daunting. Moving up to 1/48 scale I found a good selection of types available both in injection moulded and vacform and decided to grin and bear the extra expense!

Starting off with Monogram's Sopwith Camel proved to be a morale booster since the main strut assemblies are all supplied in one piece and so you can hardly go wrong. The rigging, with stretched sprue, also proved to be a lot easier than I expected and with authentic colours available from the Xtracolour paint range the 'Camel" replica really came to life. Encouraged by this I happened upon an old magazine review of the Spad VII C.I. in the 'Blue Max' range by Pegasus Models. Besides being in 1/48 scale the kit also offers alternative decals for a machine from 23 Sq R.F.C. that had operated in the summer of 1917.

Although a small aircraft by modern standards this French machine was regarded as a "heavy weight" when it entered service with the various air arms. Many of the light weight scouts were inadequately armed and although very manoeuvrable many of those types came to be regarded as 'Fokker fodder' if not flown by capable and lucky pilots.

Not only was the Spad well armed and capable of taking punishment but the performance figures were a revelation at the time. In early trials the prototype, powered by a 140 h.p Hispano-Suiza V-8 engine, reached a speed of 122 m.p.h. and climbed to just under 10,000 feet in 15 minutes. More powerful engines were subsequently fitted to later types which improved performance even further and licenses for British manufacture were to culminate in deliveries to R.F.C. Squadrons by the Autumn of 1916.

Naturally several of the French aces flew the Spad at sometime during their careers and these included Captain Rene Fonck, Captain Georges Guynemer and Lieutenant Charles Nungesser. In fact, alternative decals supplied in the Blue Max kit are for Guynemer's mount which carried the inscription "Vieux Charles" on the fuselage sides.

Just under 6,000 Spads of this mark were produced and later marks were also produced in similar numbers. The United States also adopted the types and if it had not been for the Armistice in 1918 the plan had been for the Americans to produce the Mk. XIII in huge numbers. Many of the Spads in existence in the U.S. at the time later went on to serve as trainers which must have been a fitting end to a career of an outstanding aircraft in aviation development.

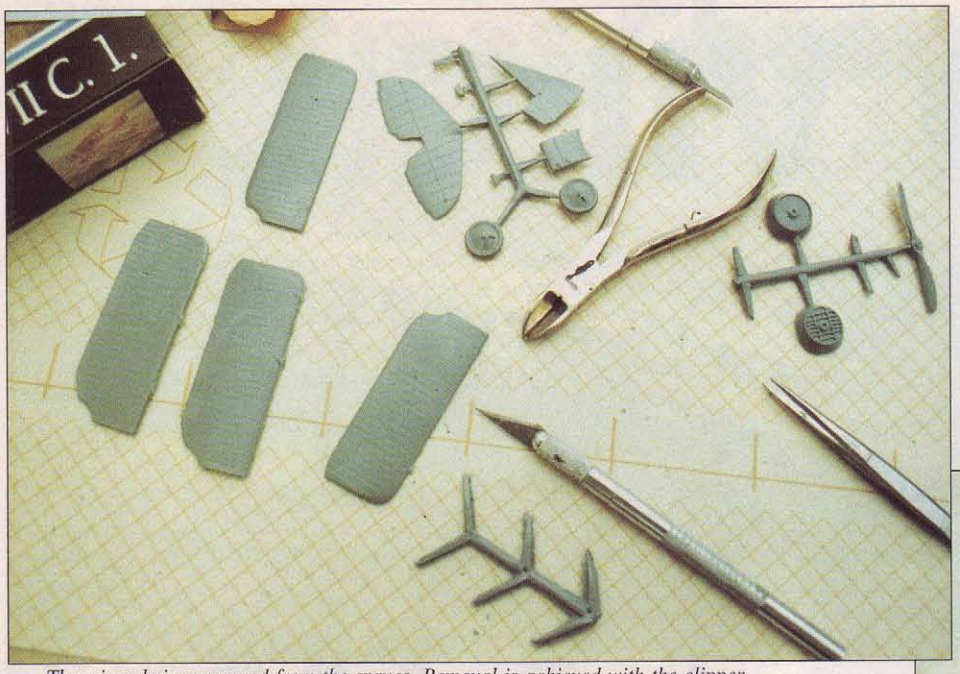
Layout of the kit's components.

The Kit

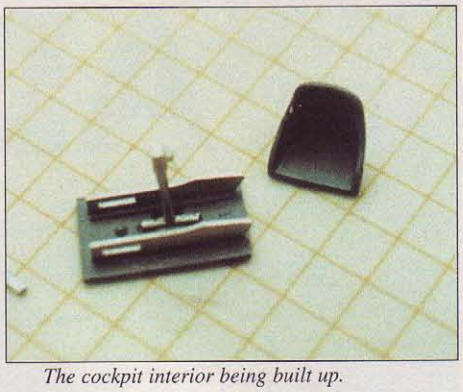
Well over twice the price of the Monogram kit but it contains white metal castings for many of the smaller components and is a well crafted kit that I considered offered value for money. Having said that it is a kit that requires experience to construct, for instance the lower set of wings just butt joint onto the fuselage and the wing struts have no location holes, although the positions are clearly marked.

Fuselage interior detail is good with the pilot's seat and controls all depicted and easily fixed in place with superglue where necessary. Much of the undercarriage is in white metal as is the Vickers machine gun, forward top decking, all wing struts and both 'fishtail' engine exhausts.

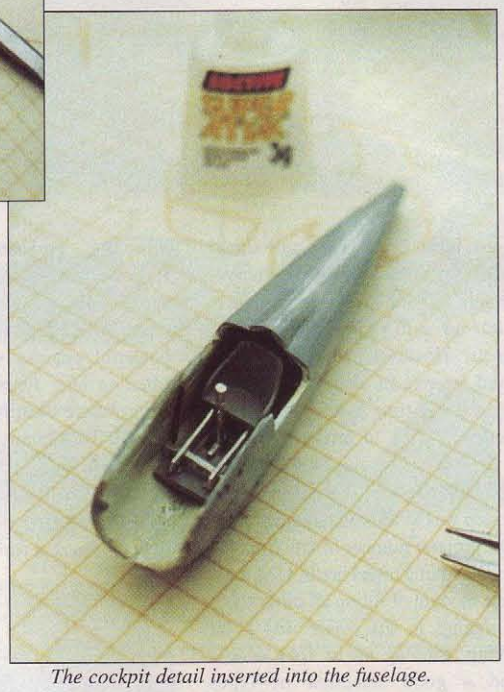
The instructions are basic but adequate, there are no diagrams for assembly but the combination of good box top art work together with excellent painting notes and plan views makes for a good finish. I also found it essential to have a good sharp set of tools ready for this project, files for the white metal parts and a selection of



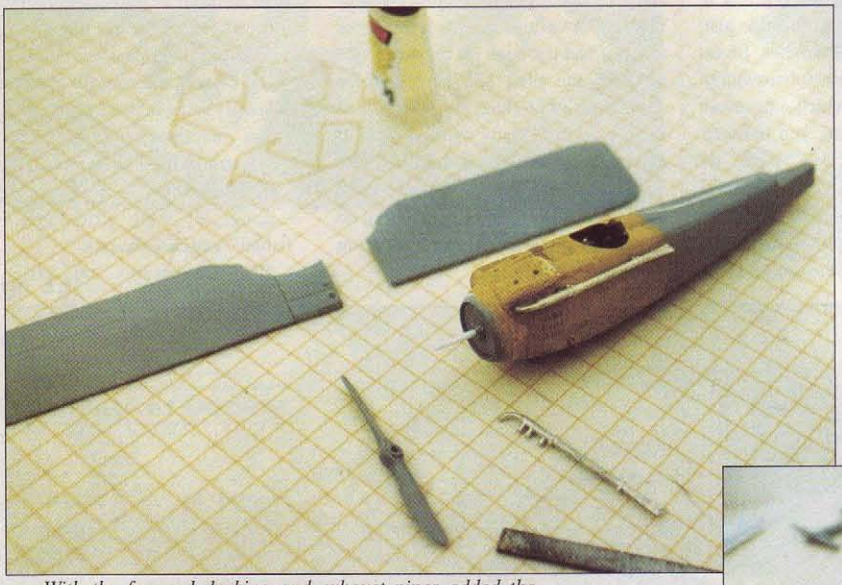
The wings being removed from the sprues. Removal is achieved with the clipper and then the parts are cleaned up with a sharp knife.



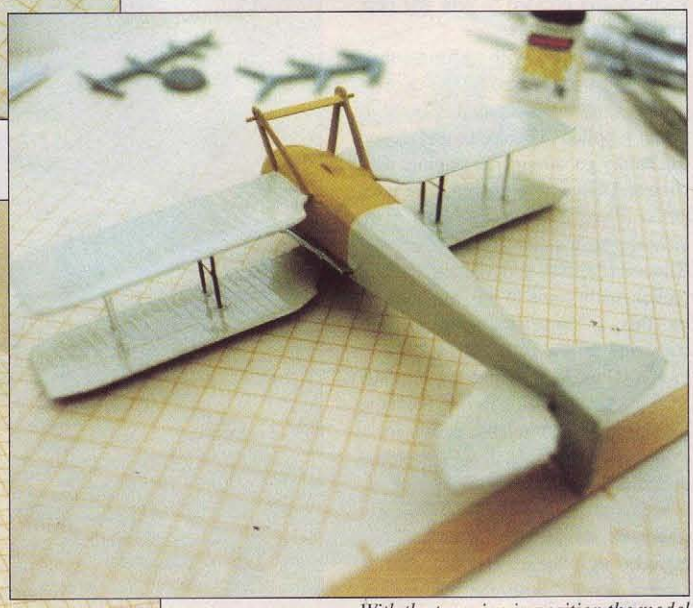
The cockpit interior being built up.



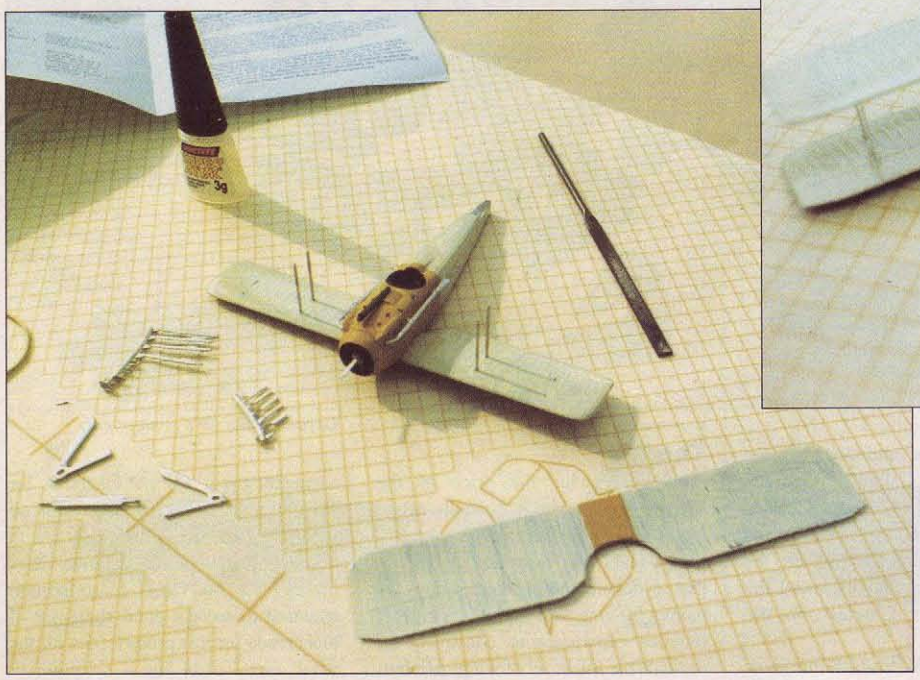
The cockpit detail inserted into the fuselage.



With the forward decking and exhaust pipes added the fuselage at last takes on the appearance of a SPAD.



With the top wing in position the model was inverted so that the undercarriage could be assembled.



Once the lower wings are securely in position the interplane struts were added. Note how various areas of the model have been pre-painted by this stage.

modelling knife blades. The sprue to wing joints are also thicker than usual and require either a razor saw or sprue cutters for neat removal before cleaning the components up. All surface detail is well defined and all plastic components are moulded in dark grey.

Construction

With an open cockpit there is obviously a lot of detail on show so I painted the fuselage interior in 'Doped natural fabric' from the Xtracolour range. When this was dry I installed some 'framework' from microstrip and then assembled the pilot's seat and controls using 'Loctite" superglue where necessary. With the fuselage halves joined together and firmly set, the cockpit floor with the seat etc was installed and stuck into place with ordinary polystyrene cement. Any internal detail painting should now be done before the forward top decking and instrument panel is put in place.

The forward white metal fuselage incorporates the cylinder heads and the port and starboard 'fishtail' exhausts are cemented into these with superglue. No location points are indicated on the fuselage but they are easily estimated and holes can be drilled out to accept the location lugs. All of these components were given a quick clean up with a small file before fitting.

There is a choice of radiator cowling according to early or late variants and these are moulded in plastic as is the propeller. No provision is made for the prop to rotate so I drilled out the centre and made up a propeller shaft from plastic rod. The tip of the shaft that was to go inside the fuselage was then touched with a hot knife to spread the plastic and stop it from falling out. Next, the cowling was cemented into place and the white metal Vickers machine gun was put in position.

The Wings

The two top wings are cemented to the centre section and set aside to dry. As I mentioned earlier the two lower sections just butt joint onto the fuselage so I decided to reinforce the construction of these areas. I did this by drilling two small holes on each side of the fuselage where the wings joined. 15 amp fuse wire was then cemented into these holes leaving about 3mm sticking out from the fuselage sides. It was not easy to drill out the corresponding holes at the joint end of each wing but the plastic is just about thick enough to achieve this. With the wires in the fuselage by now stuck hard and fast I just applied superglue to the wing ends and slotted the wires into the wings.

Obviously it is best to do this very carefully, one wing at a time and let it set. There is no wing to fuselage dihedral angle to worry about so I found it quite straight forward using the Mk 1 eyeball to fit each side. After checking that all was secure I cleaned up the eight interplane struts, which are all cast in white metal, in preparation for the trickiest part of the Spad's assembly.

The Struts

The location points for the struts are just barely indentations so I accentuated these as much as I could with the tip of an X-acto knife. Each of the four inboard struts were set in a small blob of superglue and then when the cement was nearly dry the model was inverted over the top wing as can be seen in the photo. A very quick check for fit was followed by putting superglue into the corresponding four strut positions and then putting the wing in place with the model still inverted. I found the Loctite 'Super Attak' cement that I used gave just enough time to adjust for all alignments and get an accurate positioning. Alternatively, the four Cabane struts on the fuselage can be fitted and the top wing placed onto these but following a dry run I found it difficult to get accurate positioning and so adopted the method described above.

When all was dry the two inboard sets of interplane struts have to be reinforced with the cross members and this was done with plastic micro rod. The outboard struts are then easily put into place and likewise the cabane struts can be fitted between wing and fuselage. As it happened I discarded the metal ones supplied and made up replacements from plastic. The undercarriage assembly was also installed while the model was inverted.

Painting

A good deal of painting was done next before any more detail or components were added. The basic colours of the model had all been applied as a primer and I found that the second coat was quite sufficient. All of the struts were picked out and left to dry thoroughly.

Detail

The wheels were put in place, again with superglue, and the propeller shaft was cut to the right length and the prop put in place. The tail plane can be added at this stage if so desired. I put mine on earlier as can be seen from the photographs but the assembly is very straight forward. Tail plane struts were add from microstrip and there is also a tail skid to be fitted which is cast in white metal. The fuel feed and oil cooler can now also be added which leaves just the windshield and rigging.

The clear plastic wrap around windscreen that is supplied is too thick for scale so I made up a replacement from clear sheet from a supermarket wrapper and painted on the frames. All rigging was stretched sprue and naturally involved the use of superglue where plastic had to be attached to metal.

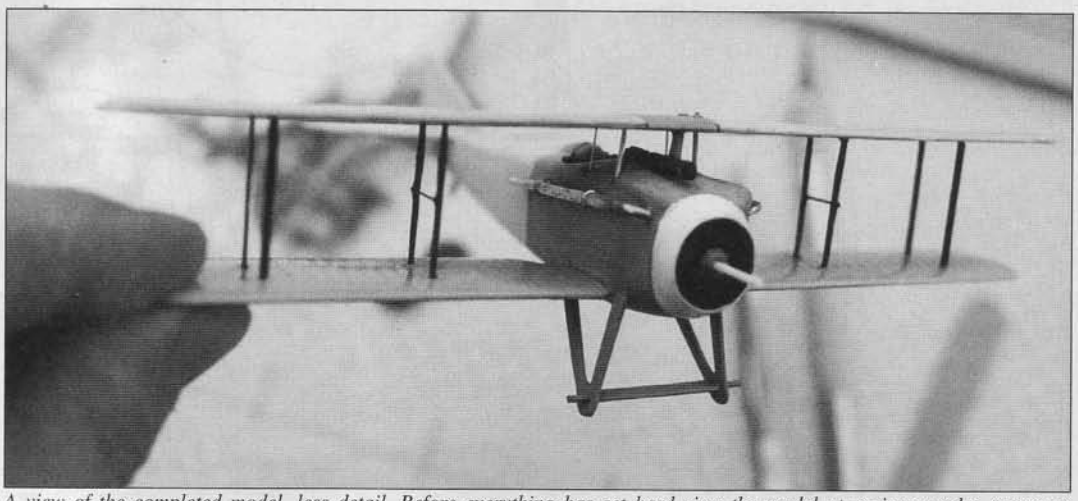
Decals

These are of very good quality and go easily on to the 'Xtracolour' gloss paint work. When dry they were sealed with "Xtracolour' satin varnish. To display the Spad I used a picture frame of a suitable size purchased from Woolworths. The 'grass' surface is just a bit of cardboard sprinkled with 'grass' particles from the Verlinden range of scenic modelling accessories. Ordinary paper glue will secure the "grass" in position securely.

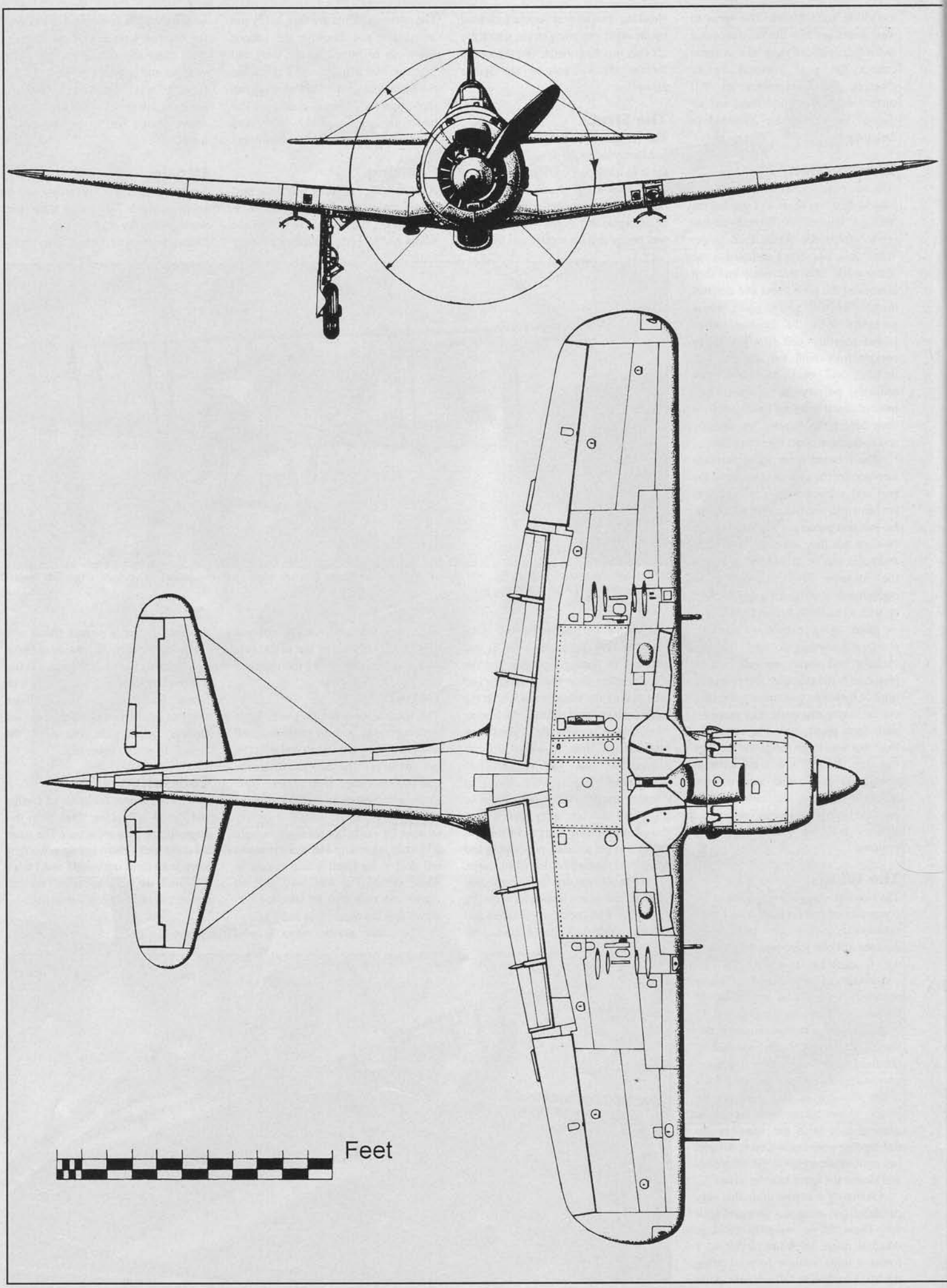
Conclusion

Not for beginners but a kit of quality and I shall build some more from this range for my own collection. The struts are quite tricky but it is very rewarding when it all turns out alright and I think it is worth the challenge to end up with a model of such a great aeroplane.

Colin Peck



A view of the completed model, less detail. Before everything has set hard view the model at various angles to ensure everything is in the correct position.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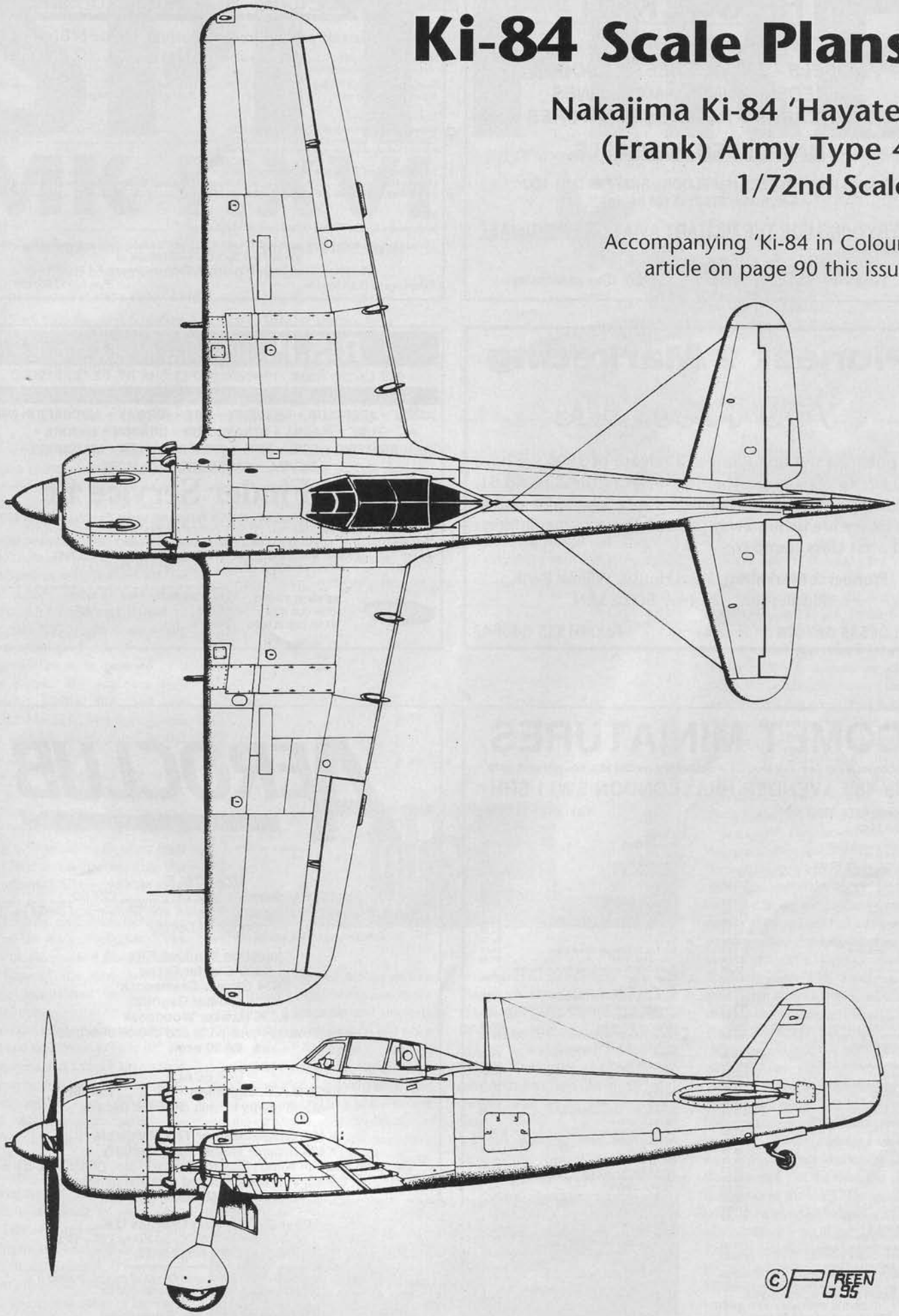
Ki-84 Scale Plans

Nakajima Ki-84 'Hayate' (Frank) Army Type 4 1/72nd Scale

Accompanying 'Ki-84 in Colour' article on page 90 this issue



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SPITFIRE MK F.XVI

To accompany their 1/32nd scale resin and white metal Spitfire conversions, Warbird Productions have produced a very sexy 1/48th scale resin, white metal and vac-formed Spitfire Mk XVI. Whilst there are a good range of Spitfire marks in 1/48th scale, even today it is somewhat lacking considering that the Messerschmitt Bf 109 has now been covered in just about every shape and form in depth in 1/48th.

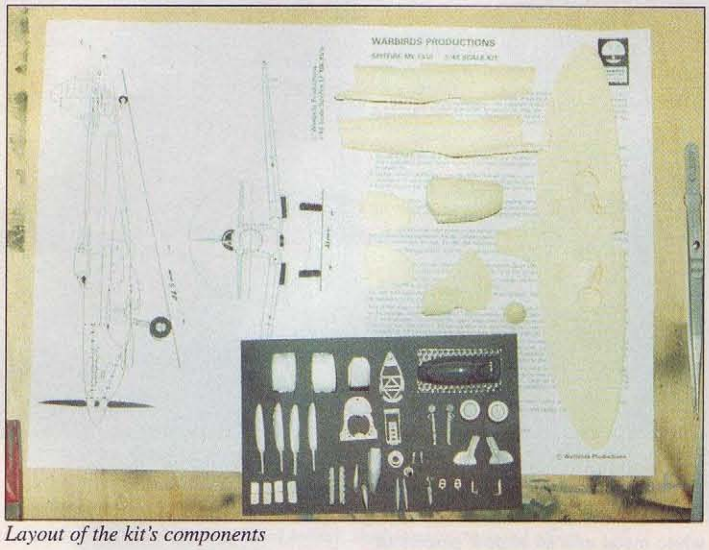
If any of the Spitfires would be missed out by any of the manufacturers then in my opinion the Mk XVI would have been the one because its low back and bubble canopy lose something of the romantic shape of the old Spitfire design. There are cases of Mk XVI and Mk 22 Spitfires being restored with the bubble canopy and low back being replaced with the high back instead.

The mark XVI Spitfire was basically a late production LF Mk IX and was the last Spitfire to be powered by a Merlin engine. The American built "Packard" Merlin 226 and the "Packard" Merlin 66 were among some of the oddities to be found in this design.

It was produced with the broad chord pointed rudder, clipped wings and 'E' type armament. This consisted of one 20mm cannon in the outer bay and one 0.50 machine gun in the inner cannon bay. In essence the wing was of the universal 'C' type with the usual two outer machine gun compartments but without the apertures in the leading edges of the wing. Early Mk XVI's came with the standard fuselage while most featured the new low back fuselage and related "teardrop" or "bubble" canopy.

When the Editor presented me with this kit and said "Want to build it?" my heart jumped and I could have kissed him (maybe not, too much stubble). First impressions were very pleasing indeed. All the resin parts were beautifully moulded with little or no need for any re-scribing. There was some warpage in the wings which are a one piece section, but hey, it's a resin kit, they're supposed to warp aren't they? This is corrected by the scald your fingers and bend it back method! The finish of the resin parts was one of the most impressive aspects of the kit a it does appear that some of the parts had been finished after casting in a secondary process. Any casting sprues that were in evidence were only minimal. All of the cockpit side-wall detail has been moulded in resin as part of the two fuselage halves and with this in mind the level of detail and finish is very good.

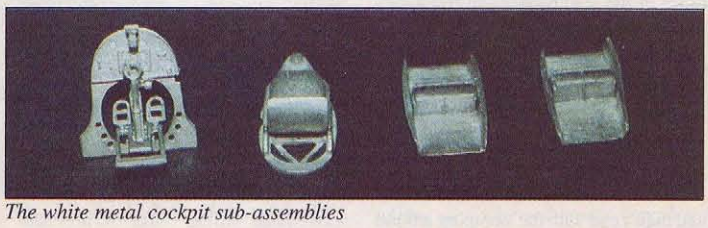
The white metal 'is to die for' ! Very little cleaning up was needed and no filler required. This brings me to the beginning of assembly and the only thing I don't like about resin and white metal kits - Superglue. Isn't it wonderful how cyanoacrylate glues are designed to stick skin to anything from the kit you are building to the cat but not the kit parts to each other!



Layout of the kit's components

There are two basic sub assemblies for the cockpit. The control column, rudder bars and pedals are fitted together and then in turn attached to the one piece, white metal front bulk-head instrument panel. The gun sight is then added. Sub assembly 'two' is even easier, the pilots seat tub is glued to a one piece rear cockpit bulk-head. Both sub assemblies were then given a good coat of cockpit green acrylic (a mix of Tamiya J.A. Green XF-13, Tamiya Flat Yellow XF-3 and Tamiya Flat White XF-2) along with the fuselage interiors and left to dry properly before detail painting. During this time I put the two radiator halves into the under wing radiator tubs which are also white metal.

Detail painting was started by painting the central panel of the instrument panel Flat Black along with the control column hand grips and throttle quadrant etc. Then a little dry brushing with Tamiya Silver X-11 to bring out the detail. The instruments were then made to look as though they were glazed by using gloss Black (Tamiya X-1) thinned out with appropriate thinner (X-20) and sparingly dropped into the instrument recesses and left to dry. I then further detailed the pilots seat by using brass etched seat harnesses from the Airwaves WWII accessories set No AC48-10. This set also has in it the rear view mirrors that were often mounted on top of the windscreen. Then with all the remaining switches and knobs painted I offered the two sub assemblies to the fuselage sides and tacked them in place with PVA glue to check fit (and to take a good photo!).



The white metal cockpit sub-assemblies

The two sub assemblies were removed and the task of joining the two fuselage halves together was embarked upon. This was tricky and is best done by firstly taping the fuselage together, starting at the tail end first and working your way along checking the alignment as you go. Once together correctly flood the joints with Superglue and quickly put it down before it becomes attached to your person!

Once this danger has passed slot the cockpit sub assemblies into place and tack with Super glue.

Now it's time to play with the nose and tail unit plugs. The tail is no real bother, needing only a little trimming to get it to fit snugly into place but the nose is a little more challenging. Both the nose plug and the front end of the fuselage need trimming. The nose plug needs to be trimmed along the top half of the leading edge of the wing insert. This can be done easily and effectively if like me you have a Minicraft Minidrill, or something similar, with a routing tool. Use this to trim the inside front of the fuselage as well. Once a good fit is obtained hold in position

with masking tape, flood with Superglue and run away quickly! There were some gaps that needed filling but they were minor and were easily filled with a bit of Squadron green putty remembering of course not to fill all around the nose plug as cowlings were normally a poor fit on service aircraft and the gaps quite prominent.

Wings

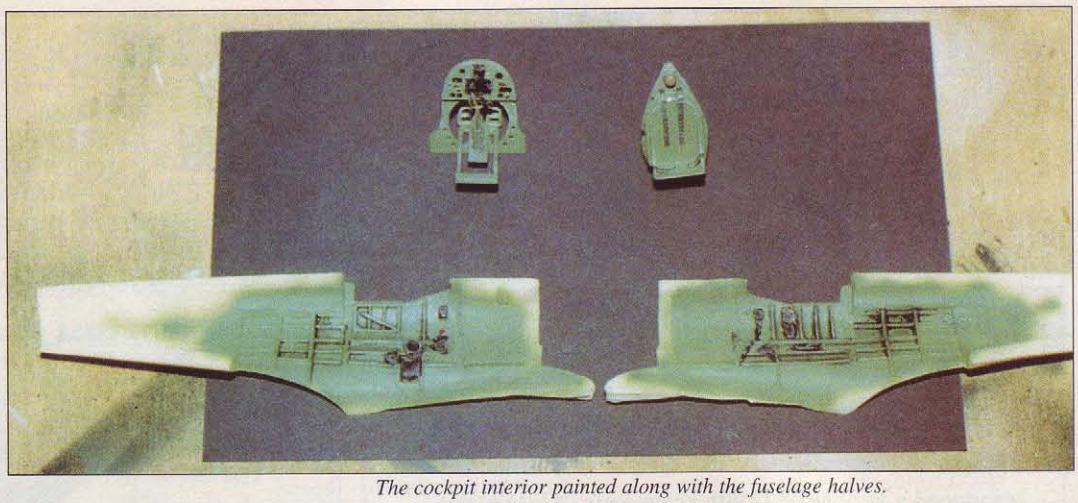
The wings are another dead give away of Vasko Barbic's probable intention of producing other Spitfire marks. The Spitfire Mk XVI was only produced with clipped wings but the one piece wing section comes complete with full rounded wing tips. That meant surgery with a razor saw. This is where having a full set of drawings supplied with the kit comes in very useful indeed. Simply lay the wings on the drawings and mark out the places to cut. I drew a basic line on the wing tips just proud of the line of the drawings and gave it a couple of good swipes with the razor saw and then went to work on the shaping with a medium grade of wet and dry, finishing off with a very fine grade.

The joint of wing to fuselage is the same as most injection moulded plastic kits and the fit is just the same. After trimming off some of the lower leading edge at the wing/fuselage join I offered the wings up to the fuselage and decided that the operation would need to be done in two or three stages to ensure a good fit and correct alignment.

1 Attach the front of wing section leading edges to the fuselage wing roots and tack wing with Superglue holding it in place with two clothes pegs, one on each wing root.

2 Once properly set, "snap" in the rear of the wing roots holding it in place with an elastic band to ensure that the rear wing fillets of the fuselage join together with the wing half. Piece of cake, now comes the tricky bit!!

3 The wings are flat. You now have a Spitfire with no dihedral and gaping holes between the wings and the wing fillets. From a photocopy of the front projection of the drawings supplied, which I spray mounted onto some light card (in reality a Dragon box lid) and cut out a top profile of the Spitfire XVI which slipped neatly over the top of the model's fuselage. Then by taking a long length of masking tape and attaching it to the starboard wing tip, running it over the fuselage and attaching it to the port wing tip I was then able to crank up the wings until they touched the underside of the profile template which gave me the correct amount of dihedral (seven degrees). Unfortunately not enough of the wing and the wing fillet were touching to ensure that once glued the joint would be strong enough to hold the dihedral, so the joints were packed with thick plasticard and then flooded with Superglue and left overnight to dry.



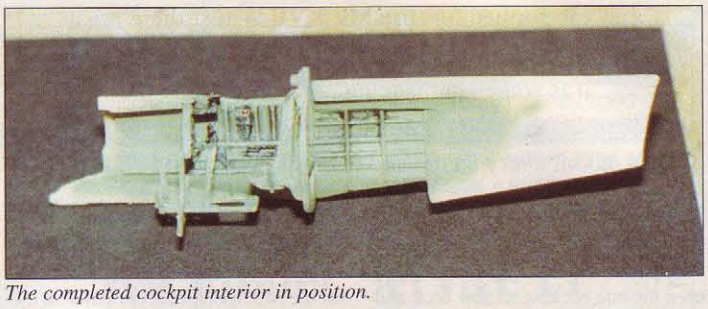
The cockpit interior painted along with the fuselage halves.

The next day's modelling began in earnest by trimming the plasticard down after removing the masking tape 'truss' and the profile template. The remaining gaps were plugged with milliput, which once dry was sanded back and a scrim of Squadron green was added to fill any further holes.

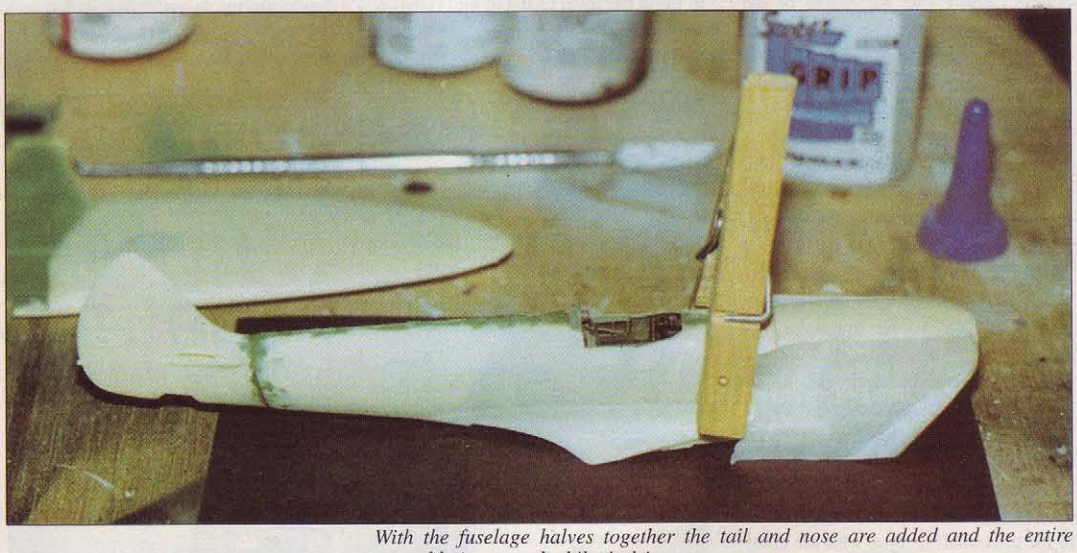
While the filler on the wings and everywhere else that needed it was drying I added the supercharger intake and the underwing radiators which are white metal and an almost perfect fit needing very little filler and, again, very little cleaning up before fitting. Also fitted at this time were the cannon breech bulges in white metal to the upper decking of the wings. Test fit these by putting them in place and gently pushing down with your thumb, get them to conform to the shape of the wings. Hold in place with clothes pegs and drop a spot of Superglue into the joint.

It was then that a nasty thought occurred to me; I hadn't drilled out the holes in the leading edge of the wings for the cannon barrels!!

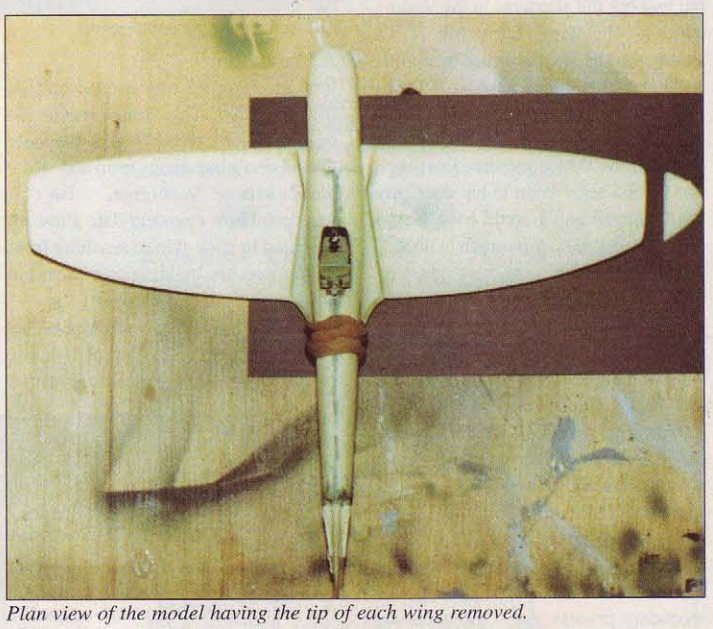
Oh well, I padded out the vice on the workbench with a soft cloth and positioned the pillar drill over the required part of the leading edge and clamped it in place and made minor adjustments. The result was successful and didn't end with me stomping around



The completed cockpit interior in position.



With the fuselage halves together the tail and nose are added and the entire assembly is secured whilst it dries.



Plan view of the model having the tip of each wing removed.

the workshop cursing and swearing so much that the girlfriend intuitively burst in with the first aid box!

When cleaning up the filler you will also need to trim the rear wing fillets as the lower half sits proud of the upper half, however if the joints have gone together OK then no filler is needed here at all.

Next bit was the tail planes. Again very little cleaning up was required though you do need to amend the elevator lines as per the drawings (Yes, I think we are going to see some rather smart Mk IX's as well by doing some re-scribing).

The canopy is really the only small area for criticism, not of quality I might add, but quantity. If you're a bit nervous when it comes to vac-formed canopy's like yours truly, then you will not want to attempt to open up the canopy when you've only got one to mess up! So if two were supplied then one could cut well proud of the opening line of the screen and hood and then sand back. This is why my Mk XVI has its canopy shut, losing a lot of hard work on the cockpit. Moan over! Anyway the canopies quality is fantastic. I used parafilm to mask up with before cutting the canopy from its moulding and sparingly used superglue to attach the canopy to the fuselage.

The 0.5 machine gun's blast tubes needed drilling out a little to increase their internal depth, but do be careful not to drill out too much. Glue the blast tubes and cannon barrels in place. A little filler is needed here and on the leading edges to remove the impressions for the outer machine gun barrel exits. Now is a good time to put the pitot tube on and do not forget to fill in the outer machine gun spent cartridge ejector chute exits just like I did! Unfortunately there is nothing in the instructions to remind you of this fact .

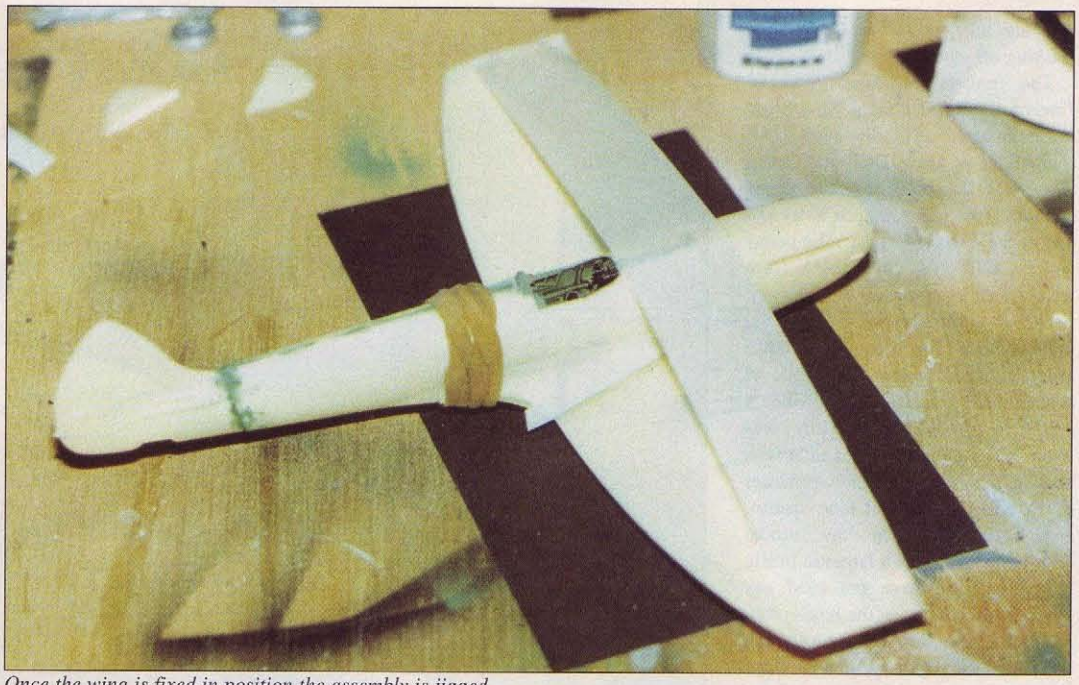
The propeller unit is probably the most clever part of this kit. The resin spinner is attached to a male and female boss and spindle unit which sits into the nose of the 'Spit" very snugly. If you are careful with the Superglue the prop will turn freely and even spin! The spinner needs four holes drilling to take the propeller blades and one to take the spindle, though all of these are well indicated and prove no problem at all, particularly if you have a pillar drill and vice.

With the white metal undercarriage assembled it was time to add some paint to the creation.

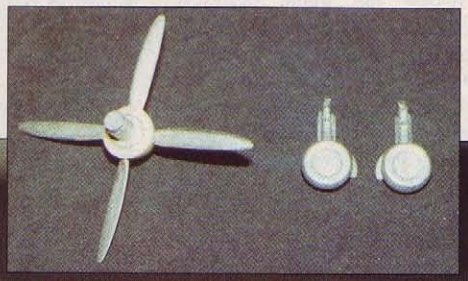
To kill two birds with one stone I undercoated the whole model with Cockpit Green. This gave the correct colour for the canopy framing interior. The undercoating showed up any areas of filling and joints that still needed attention. With all this sorted out I began to think about what colour scheme to go for. Recommended publications for details and camouflage by the kit manufacturers were; Spitfire, The History by Eric.B. Morgan and E. Shacklady, Model Art Special No 387- Supermarine Spitfire, Aircam Aviation Series No. 4, The Spitfire Story by Alfred Price .

I personally looked through Spitfire, The History, which had a number of colour renderings of Mk XVI's but in the end I decided to go for a standard RAF camouflage type example with Sky coloured spinner and tail band.

The first colour to be applied was the Sky tail band which was just an area sprayed over the approximate area. This was to cut down on masking later. Once dry the tail band was masked off and all other colours applied over the top. The spinner was also sprayed Sky (Tamiya acrylic XF-21) at the same time. The yellow (Tamiya acrylic XF-3) wing leading edges were done in the same way;

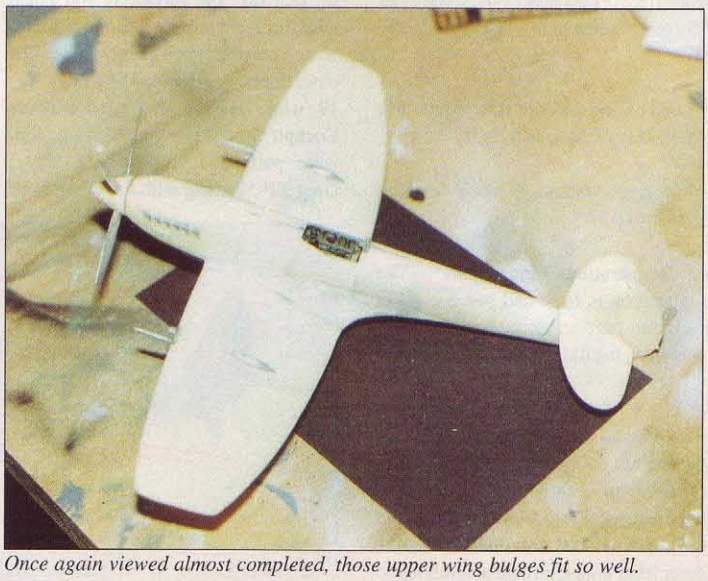


Once the wing is fixed in position the assembly is jigged and secured. Note that some plastic card inserts were required at the wing root.



The superb white metal undercarriage and the complete propeller assembly.

This view shows the completed model, less canopy, to good effect



Once again viewed almost completed, those upper wing bulges fit so well.

spraying the general area and then masking off when dry.

The undersides were sprayed Tamiya acrylic Sky Gray XF-19 and again masked off. Standard RAF camouflage of Olive Drab and Ocean Grey was the order for the upper surfaces. This was a chance to try out one of the new range of acrylic paints which will be available from AeroMaster at the end of February. AeroMaster are releasing these paints, manufactured for them by Floquil Polly S to accompany their range of enamels and I must say that when I used the Aeromaster Ocean Grey I was impressed. I thinned it out a little with Tamiya thinners although Aeromaster say it will thin without tone change, and sprayed it on the model effortlessly, and with a fantastic finish. Unfortunately I have not tried any other colours as yet as the nine colour samples I have at the moment are not ones that I use regularly, though I hope to review the whole range of AeroMaster acrylic paints in the next couple of months.

On with the green which was Tamiya XF-13. The green areas were roughly drawn out on the model using a pencil, lightly cross hatching the areas to be green (hands up who has got halfway through spraying this sort of camouflage only to find out you're spraying the wrong bits!).

Varnish and Decals

As you have probably guessed by now I like to work with matt colours and therefore the Spit was given a good coat of Microscale Microgloss acrylic varnish which is very easy to handle and can be thinned out by using distilled water and is cheaply available from any high street autoparts shop.

The decals are a bit of a problem though. There aren't any! So it's time to chop up various decal sheets and/or (heaven forbid) buy some.

Anyway the layout of decal I used are as follows:-

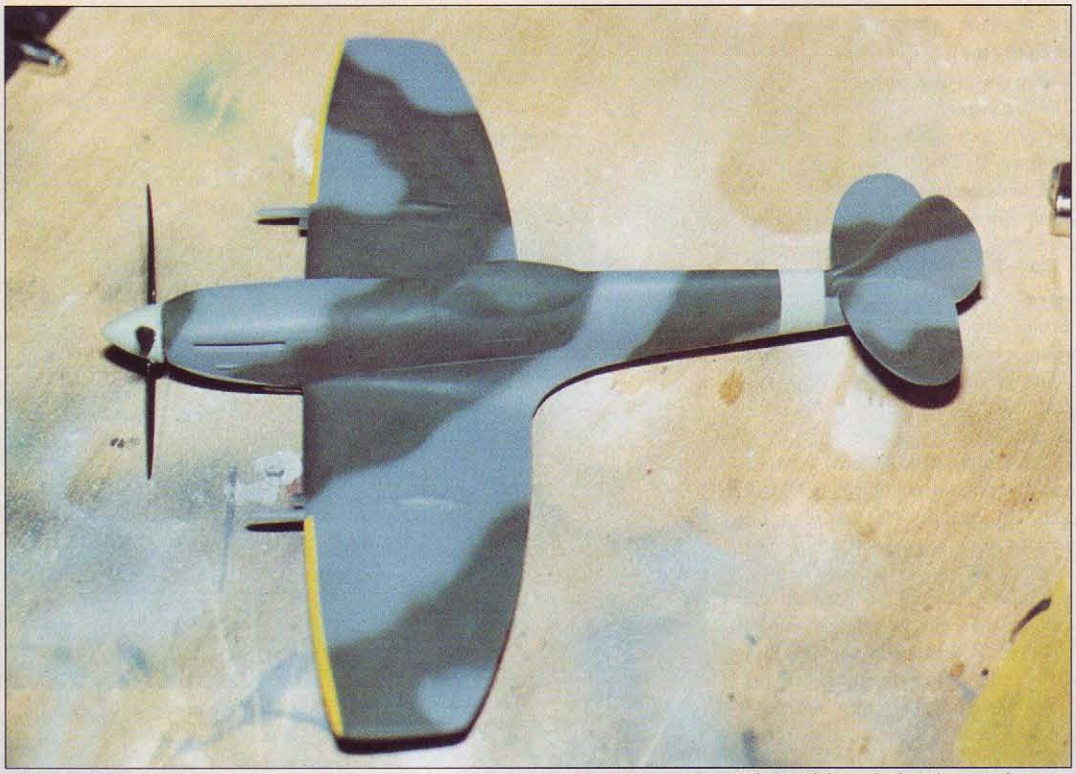
- Upper wing roundels: late war with thin white centre ring from Aeromaster "Storms in the Air" (Typhoons) 48-059.

- Lower wing and fin: Aeromaster Mk IX Spitfires Part 1 48-123C.

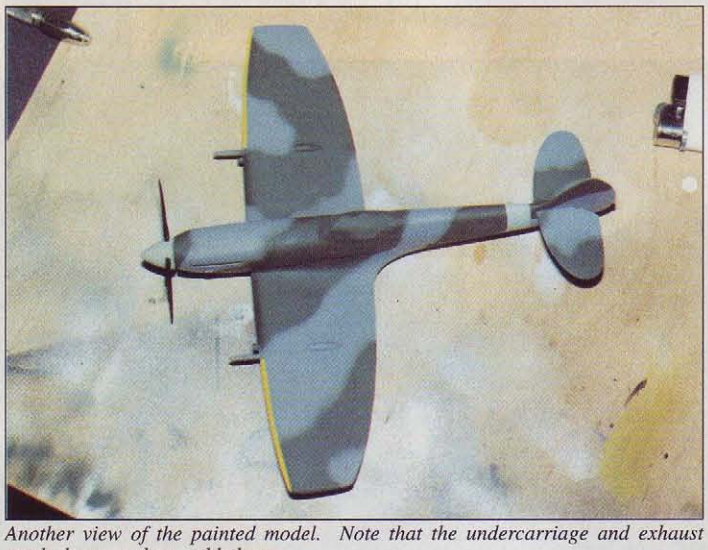
- Fuselage: Aeromaster Mk V Spitfires Part II 48-122.

- Registration and Data: The registration is false and just for effect and from the decal scrap box. I think it was from the old Fujimi MkV Spitfire.

The whole model was then sprayed with Microscale Micromatt and put on the shelf to dry properly. Attention then turned to the propeller and undercarriage. When I had undercoated the airframe I had also undercoated the completed undercarriage assemblies so as to ease hand painting as Tamiya acrylic, much as I like it to airbrush with is a sod to brush on and will tend to 'pull off' the surface if you brush over the same area two or more times. Under coating helps prevent this. The outer doors were painted Sky Grey XF-19 while leaving the interior doors Cockpit Green. The undercarriage legs were painted J.N. (Japanese Navy) Grey XF-12 along with the wheel hubs and both hubs and legs were highlighted with thinned out black XF-1. Tyres and propeller blades were black XF-1 the latter being tipped with yellow. However the masking tape that I put on the black areas of the blades so I could spray on the yellow tips pulled areas of black paint along the blade edges. On reflection this didn't look so bad as service aircraft lost a lot of paint work in these areas, so a little touching up and they looked quite good. What the potter Bernard Leach would have called "A fortuitous imperfection".



The model masked and painted.



Another view of the painted model. Note that the undercarriage and exhaust stacks have not been added yet.

Final Assemblies

Before attaching the undercarriage and propeller I drilled out a 0.3 mm hole in the fuselage spin just aft of the panel line behind the radio gear panel, into which I put a piece of stretched sprue to represent the whip aerial. The undercarriage was Superglued and the splay and rake of the undercarriage was checked with the drawings. Propeller unit and exhaust stubs finished the job beautifully.

Conclusion

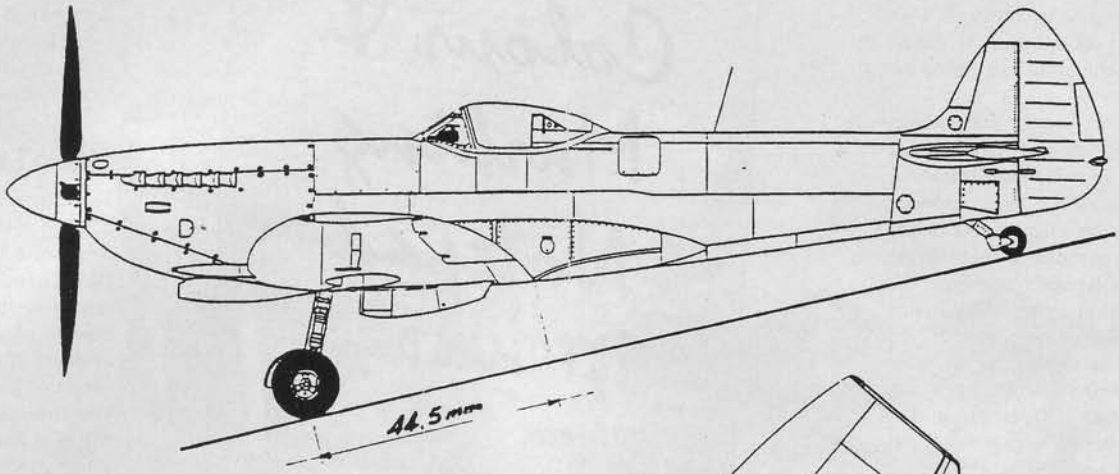
The Warbirds Production's 1/48th scale resin and white metal Spitfire Mk XVI is a little beauty. I loved just about every moment of its construction and the result was a very pretty model that is almost indistinguishable from an injection moulded plastic kit, such is the quality of the mouldings. Another point about the resin mouldings is that they all appear to have been finished after the moulding process. Any criticisms? Well, not really, only the fact that there is only one canopy, I would have liked two so I could open up the cockpit.

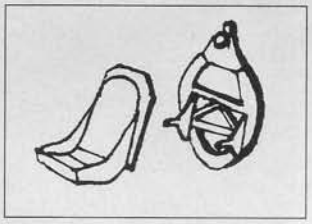
I am not sure in what quantity these kits are being produced but I have heard that they will be retailing at between £25 and £30 (the UK price is £27.50 - Ed) so the price is reasonable as well. If you're a resin builder then this is an easy and pleasurable kit to build and if you want to start resin building this is a good one to start with. I can thoroughly recommend this kit to all.

Mitch Thompson.

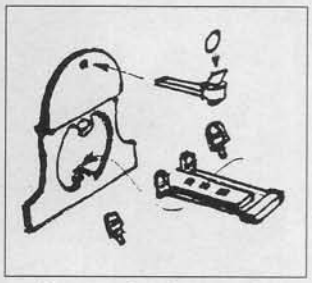
Spitfire MK F.XVI Scale Plans

at 1/72nd scale (multiply by 150% for 1/48th scale)

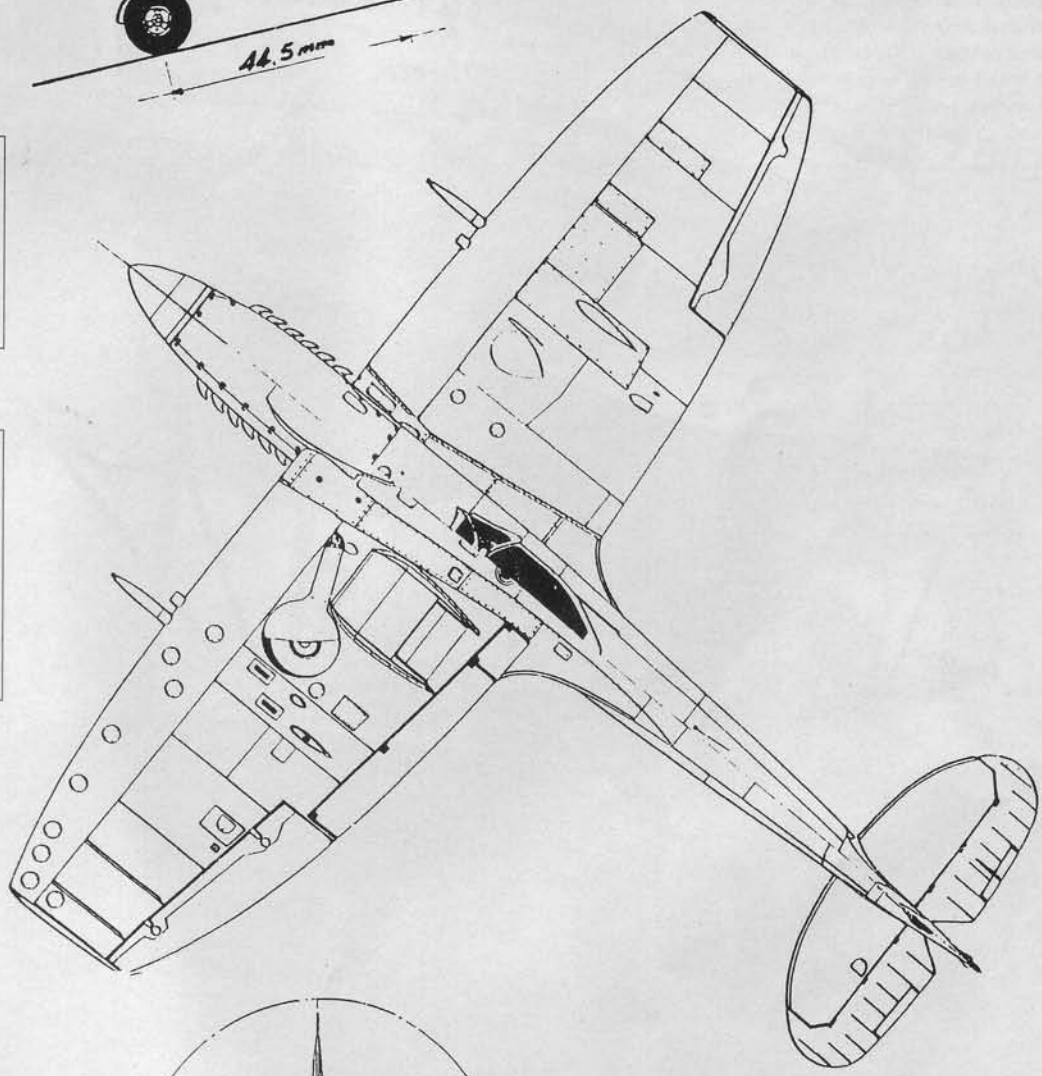


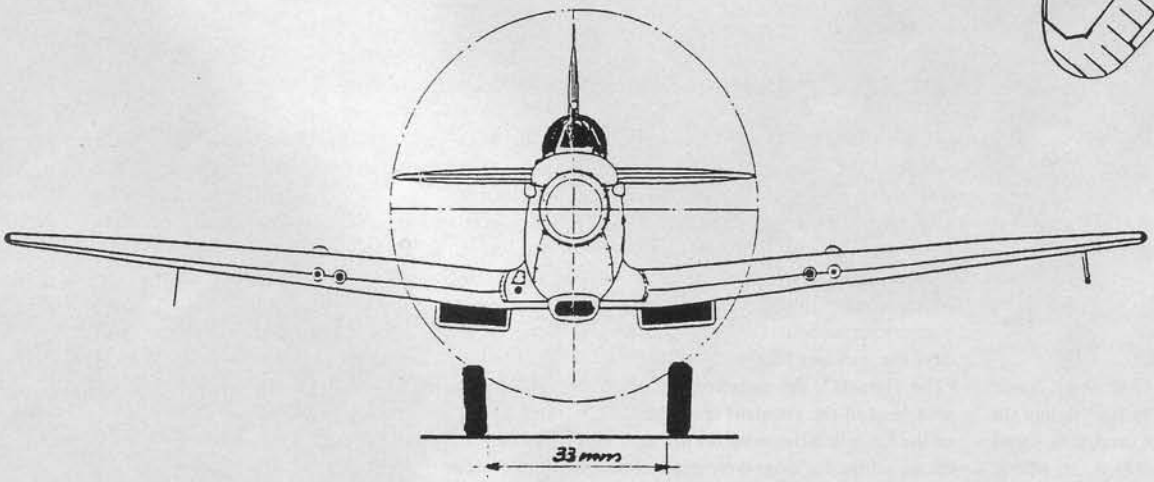


Seat and rear bulkhead (not to scale)



Instrument Panel (not to scale)





Colour & Marking Notepad

by Michael Payne

Photo 1

This Gloster Gamecock carried the red and blue squares of No. 23 Sqn. The aircraft was overall aluminium silver, with black struts, including the extra wing tip V struts which were fitted to control the onset of flutter. The single strut at the rear linked the ailerons.

The decking around the cockpits was usually painted Nivo (Dark Green) as an anti-dazzle measure; serials in the J84-- range appeared below the lower wings, on the rudder and in a silver rectangle inset into the rear fuselage Squadron markings. The red and blue squares were also painted across the upper wing, between the roundels. Like many other units, an individual aircraft identity letter was painted in black aft of the engine. The dark wheel centres were probably red and at this period it was often the custom to paint the rear faces of propellers in matt black. The Squadron's Gamecock badge appeared on the aircraft fins. Modellers may note that at one period (at Kenley) all aircraft wheel centres had a narrow white ring next to the tyre.

Photo 2

From 1935 until 1937 the Gloster Gauntlet was the fastest fighter in RAF service, with a maximum speed of 230 mph at 15,800 ft. In March 1937 "A" Flt of No. 111 Sqn at Northolt was detached and expanded to form No.213 Sqn. K7810 was probably the aircraft flown by the C.O. of the new unit, S/Ldr Edwardes-Jones. It was fitted with the metal three-bladed propeller and it carried all the colourful markings which made this period such a bonanza for modellers. From its WWI days the squadron had been known as "The Hornets"; the squadron badge, seen here in the standard spear head on the fin, was a colourful hornet, and the squadron markings were naturally stripes of black and bright trainer yellow. On the upper surface of the top wing, between the late small size roundels, the marking was a black rectangle containing a stripe of yellow, black, yellow, black in equal widths. In this photo, taken at Northolt before the squadron moved to Church Fenton in 12 Group, the fuselage marking, with its rounded forward end, was later developed into rectangles of yellow with black outlines on each side of the roundels. The yellow fin with the bold black borders was probably the distinguishing mark of the C.O's machine. It is impossible to suggest the colour of the wheel discs but I would guess at black. The tailplane is undecorated, but the serial on the rudder has been applied much lower than usual, and the aircraft carried no serial on the rear fuselage. Without its markings the entire aircraft was painted in standard aluminium silver dope. *(S/Ldr Edwardes-Jones. Via Steve Coates.)*

Photo 3

These three Battles served with No. 226 Sqn at Harwell during 1939. All three were in standard Dark Earth, Dark Green and Night Black, with serials on the fuselage and still on rudders. All the roundels display evidence of the 1938 Munich period alteration from Type A1 to type B. The underside white serial numbers will also have been painted over to show plain black surfaces. The nearest aircraft K9178 was coded white 'G'. Among the pre-war Battle squadrons it was the custom to paint the squadron number in 18 inch numerals above the wing root, but none of these machines show any signs of such a marking having been overpainted. Production Battles always exposed the hubs of their VP propellers; only the prototype flew with a spinner. No. 226 Sqn was among the light bomber units which suffered such grievous losses in France during May and June 1940. *(Via W/Cdr W.Burton.)*

2

3

Photo 4

Based at Tangmere for so many years No 1 Sqn was equipped with the Siskin 111A from 1927 until 1932. This aircraft, J9887, was marked with a small black 'H' on its front fuselage and modellers should note that during the period in which it served the rudders carried the red stripe at the trailing edge. Two aspects of its markings made the Siskin different from other RAF fighters; first, someone at Armstrong-Whitworth mis-read the proportions for applying the roundels and anticipated the D type roundel by about 30 odd years. The red centre spots were always oversize on Siskins. Secondly, since the lower wing had such a narrow chord, the underside roundels were applied below the wide-chord upper wing tips, allowing the black serial numbers to occupy the whole area of the lower wings.

Most of the airframe was aluminium doped; forward of the cockpit this Siskin had a dark decking, probably of Nivo green. The main struts of the undercarriage were silver, but all other struts were gloss black, though the upper ten inches or so of the centre section struts on this aircraft seem to have been painted white.

The form of the red squadron markings (joined at the forward ends) is clear from the photo. Similar bars appeared also between the large upper wing roundels, the rear bar being just clear of the aileron hinge lines. A close and careful examination of several photos suggests that on the fuselage sides the area between the red bars was painted white. Note that on Meteors and Hunters the red rectangle markings had white centres. Since it was made of rigid material, perhaps plywood, the hatch cover just aft of the cockpit always showed a different colour value from the fabric covered areas around it . *(W/Cdr. H. Stowell.)*

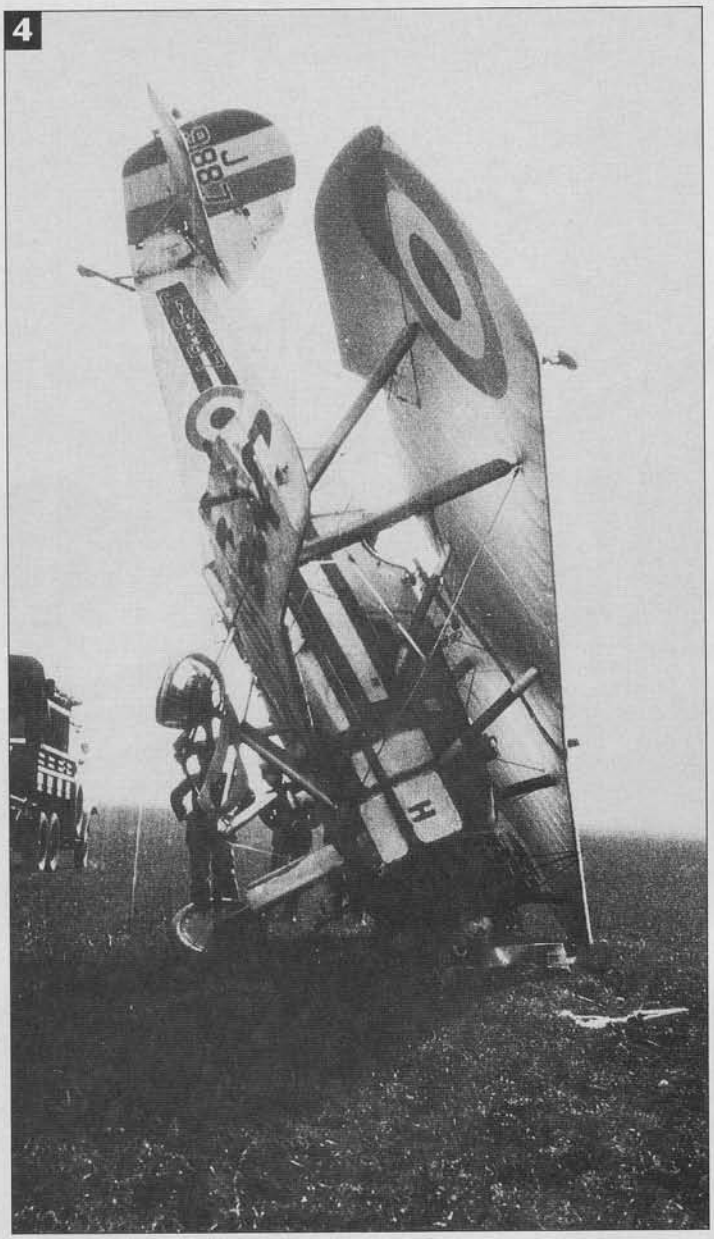


Photo 5

In June and July 1942 No. 41 Sqn was involved in 'Fighter Nights'. This Spitfire Vb, seen here somewhere in Northern France, would seem to have been involved in night fighting since it appears to be painted black overall. Despite the reduced fuselage roundel, the night concealment must have been seriously compromised by the Sky spinner, tail band and code letters. The only visible propeller blade is undamaged, which implies that the aircraft landed with a dead engine. Possibly it ran out of fuel.

A photo exists of a Hurricane of No. 247 Sqn with a similar reduced roundel also taken at this period. The Hurricane was involved with affiliation with one of the Havoc Turbinlite units. Could it be that No. 41 Sqn Spitfires were similarly employed at this time when the country was so shocked by the series of Baedeker raids on historic cities? What is visible is typical of the landscape behind Calais. This aircraft's serial number may be AD504. *(Authors Collection.)*

Michael Payne

Some models I've finished with acrylics include this Dragon Focke Wulf Fw 190D-9...

How about acrylics?

The vast majority of modellers today are committed enamel paint users. There are however a section of us who prefer to use acrylics and feel much more comfortable with the water based alternative to petroleum based enamels produced by companies such as Xtracolour and the good old die hard Humbrol. This is not an article designed to 'bash' enamel paints, but rather to offer an insight into another form of painting for those who haven't tried it and are willing to try anything once. These are my experiences.

I first began to use acrylic paints in early to mid 1980's when I first went to art school. Acrylic paints were used by the art school as a quick drying alternative to oil paints which can stay wet for anything from two weeks to a couple of months depending on how thickly you had slapped them on your canvas! Also the traditional oil paints used meant that the studios constantly stank of a mixture of linseed oil and white spirit. Acrylic paint, used in exactly the same manner and quantities would on the other hand dry in anything from ten minutes to a couple of days. This meant that paintings from the 'life studio' sessions could be put on display the same day.

It was at my first attempt at a degree that I first picked up an airbrush and began rendering my design sheets with drawing inks and acrylics with such devastating effects that I was thrown out of my first university!

In the year in between university courses I began building model aircraft again and instantly began using Tamiya acrylic paints because I had the basic colours already and knew from experience of working in a studio with someone using enamels that everyone got a lung full of white spirit and turps fumes. Yuk! Also when you are a student, flushing out your airbrush using litres and litres of white spirit every week was expensive while water was free (wasn't it?). Acrylics were for me the obvious choice. Today my main line of work is ceramic tableware design, so my acrylic paints are used for both business and pleasure and I simply haven't been moved to return to using enamels although on occasion it has been necessary to employ them for specific reasons.

...a Bf 110C/D converted to a G-2...

Today there is a good choice of acrylic paints and varnishes available and the ones I have had most experience of are Tamiya, Gunze Sanyo and just recently the new AeroMaster acrylics which are

going to be released in late February. There is little difference between Gunze Sanyo and Tamiya though some of the lighter colours in the Tamiya range such as Yellow XF-3 and White XF-2 are a little thin on pigment and need to be put on in several good coats. One other advantage the Gunze Sanyo range has over the Tamiya is that Gunze Sanyo can be supplied in most of the Luftwaffe RLM , US Army Air Force and RAF colours while with Tamiya it's mostly up to you to mix your own though some Japanese Army and Navy colours are available.

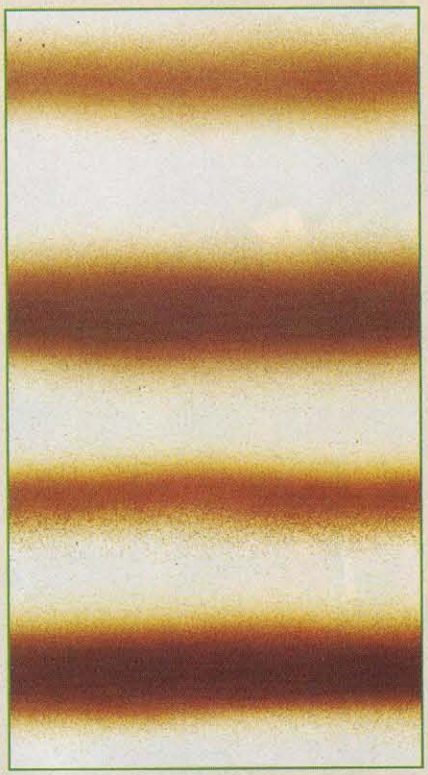
I have just begun to use the new AeroMaster acrylic colours and I must say that I am impressed. Like all acrylic colours they are much more vivid than enamels and when thinned out will flow beautifully through the airbrush and give a smooth even surface. Produced to compliment Aeromasters already successful range of enamel paints the Aeromaster Acrylics have been developed and produced by Floquil Polly S and can be thinned with water without hue change, but is also compatible with the Tamiya acrylic paint thinners (X-20A).

People have said to me that acrylics, when sprayed through an airbrush give a much grainier spray edge, but I find that this can be put down to control. If you have an adjustable pressure compressor then it can be just a matter of finding the correct pressure setting. If you do not have such a compressor, like myself, then my advice is to pay particular attention to the thinning of the paint. My usual mix is two parts paint to one part thinner, not water. I have experimented with water thinning but have found that the colour and hue of the paint starts to lighten and also that matt finishes tend to look uneven and speckled. So my advice is to use Tamiya acrylic thinners to thin the paint out and to use water to flush out and clean your airbrush. One word of warning though, about water and airbrushes, always make sure that after flushing point the airbrush downwards, open up the needle from the head and blast plenty of air through. This is to blow out any remaining water from the chambers of the airbrush as corrosion can set in very quickly. After each session

...another conversion of the Fujimi Bf110C/D, this time to a G-4 variant...

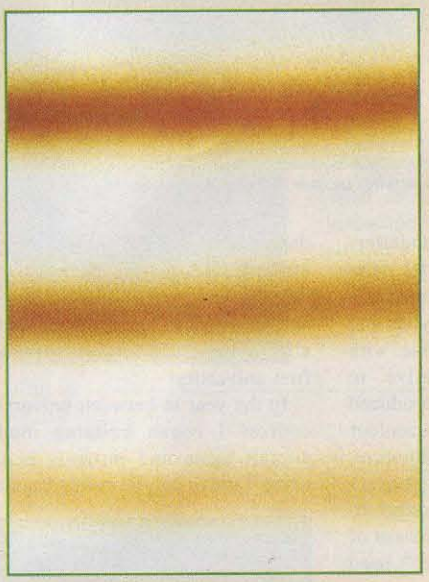
...a flying attitude Bf 109G...

Examples



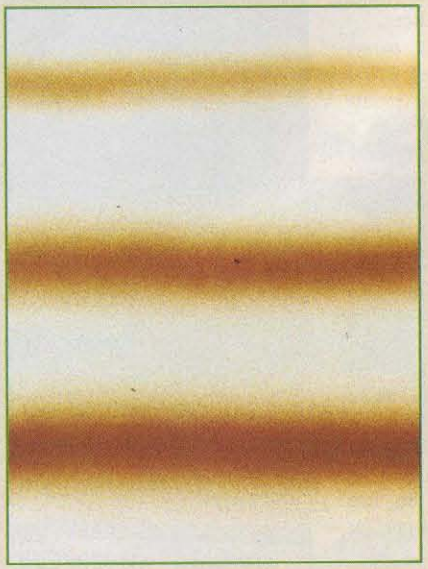
A

Examples of water used as a thinner.
The top two lines are Dark Earth from AeroMaster's new range and the bottom two are Tamiya. The first line of each is one pass and the second results from two passes with the airbrush.



B

Examples of the new acrylics from AeroMaster.
Once again from top to bottom this shows one, two and three passes with the airbrush to illustrate the covering power of the paint.



C

The same is done here with Tamiya acrylic paint.
Once again the lines are the result of one, two and three passes with the airbrush.

with the airbrush I always (well nearly always) strip it down, wipe everything and then lightly lubricate the rear portion of the needle with baby oil. It is important not to get any baby oil through into the head, so careful does it.

Experience has shown that acrylics have a rather longer shelf life than the alternative. However I think this may be a case of how they are stored. Most enamels are produced in little tinlets with a push down lid that in time, whether through gradual mis-shaping of the lid or a simple build up of half dried paint around the lid,,will lose its air tightness thus evaporating the thinning agents in the paint. Acrylics in the most part are produced with screw down lids which are always airtight; too bloody airtight sometimes!! But I have never had a pot of Tamiya acrylic dry out. I still have in perfect condition some lesser used colours of Tamiya that go back to the late 1980's(amazing!)

If you are into restoring or revamping old kits then removal of old acrylic paint is much easier. Varnish and top layers of paint are easy to rub down with wet and dry. When the plastic begins to show through the paint work then finish off with an old rag and acrylic thinners.

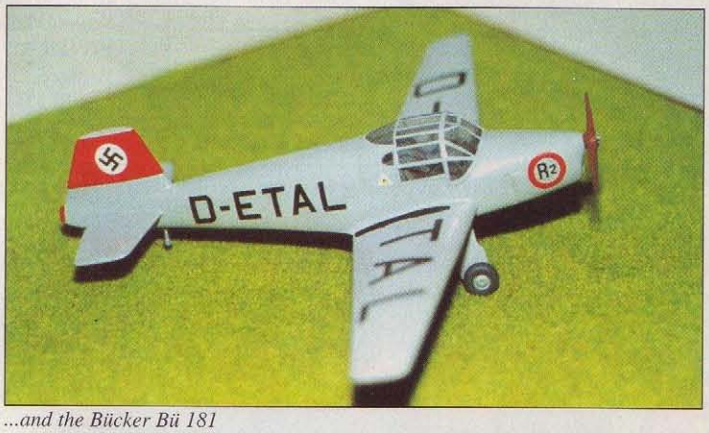
In my book acrylic paints are the easiest and cleanest paints to use. I can particularly recommend them to people who like to work with an airbrush, but do not have the luxury of a modelling room and don't want to stink the whole house out with white spirit forever!

If my little insight into acrylic paints has tempted you then on your next expedition to the model shop for paint why not try some Tamiya, Gunze Sanyo or the new AeroMaster range. I think you'll be pleasantly surprised.

My thanks to AeroMaster and Floquil for the samples.

Mitch Thompson

...a Bf 109E-3...



...and the Bücker Bü 181

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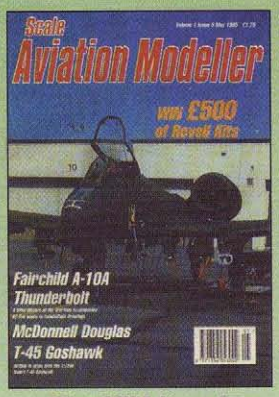

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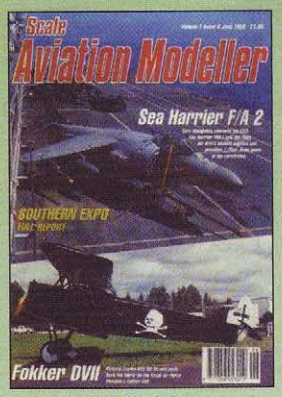

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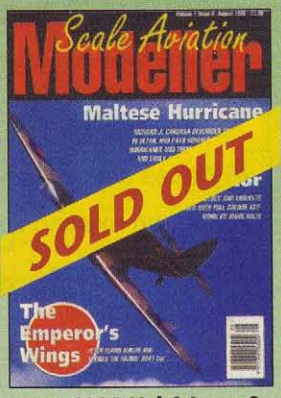

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• **HASEGAWA 1/48TH F4-EJ** Super Kai Phantom- still bagged. Not released in Britain; £20.00. Contact Neil on 01727 768363 (Herts).

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• **1/72ND CZECHMASTER** resins; BV P.170, BV P.194, Horten VII and Baroudeur (normally £17.00 - £22.00 each), available for £10.00 each plus P&P or £35.00 the lot. Tel D.Stock 01279 461310 (weekends only).

• **AURORA BOEING 720B** 1/104th, C-141A 1/100. AMT Akron/Macon 1/500. Also magazines; Flying Review & Space Flight News No 1-60. SAE for list. Mr L.M.Fox. 14, Oak Road, Eagescliffe, Stockton-on-Tees, Cleveland. TS16 0AS.

WANTED

• **MONOGRAM CLOSE-UP NO 7**; Bf 109G and No 9; Fw 190F. Also USA Airfoil magazine No 1, Winter 83 and No 2, Spring 84. Top prices paid. Contact Mr D.Hacking, 9 Rutland House, Granby Hill, Clifton, Bristol. BS8 4LT Tel 0117 9273908.

• **PLANS FOR NOVO 1/72ND** Lynx Helicopter; Airfix 1/72 DH Heron. Also cockpit canopy for Airfix A4D-1 Skyhawk. Please contact Vince on 01978 855479 or write to 9, Orchard Court, Gresford, Nr Wrexham, Clwyd, N.Wales. LL12 8EB

• **PEGASUS GAMECOCK** and Snipe, also Merlin Woodcock. Good prices paid for unmade kits. Write to Mr D.King, 17 Hazel Avenue, Bellfields, Guildford. GU1 1NJ

• **AIRMODEL CONVERSION** (vac-form) of the Siebel Si 204A. Tel George Wilson on 01234 350288 (Bedford).

• **CONTRAIL MANCHESTER** and York. Part built considered. Also Superscale sheet number 72-487. Contact Mr J.W.Rose, 116 Chaney Road, Wivenhow, Essex. CO7 9RR

• **MONOGRAM 1:48TH TEXAS,** Airfix Classic Aircraft Book; Mosquito and Air Britain; Typhoon File. Affordable offers please to Melvyn Jones, 36 Harlington Road, West Feltham, Middx. TW14 0JB. Tel 0181 7512315.

• **REPLIC; OCTOBER 1994,** Koku-Fan; June 1990, Flug-Revue; August 1974 and May 963. Also anything about the Ju 188/388 series. Please write to Mr S.J.Mitchell, 30 Elm Friars Walk, Camden, London. NW1 9YP.

• **JAPANESE KIT OF THE BELL** 47G (1:20th scale?) came with a brass boom. Also Bell 47G, any manufacturer, consider built. Please contact Tisch on 01582 484889 or write to 2, Lindsey Road Luton, Beds. LU2 9SR.

• **AIRMODEL CONVERSION** for D.H Vampire NF10/T11. Good price paid. Contact John on 01705 412838 (Hants).

• **MODELDECALS SETS NO 40** & 41. Needed to complete several projects. Contact Mr G.Penman, 51 Balfour Crescent, Larbert, Stirlingshire FK5 4BB.

• **JET & PROP (1/1991),** Modell-Fan (May 1980), "Luftwaffe in WW2", Part 3 (Feist & Francillon), Archive No 2 (Gruppe 66). Please write to Mr S.Mitchell. 30 Elm Friars Walk, Camden, London. NW1 9YP.

• **KOKU-FAN ILLUSTRATED** Publications numbers 1, 24, 38, 40, 50, 53 & 79. Contact Mr P Starkings. High Lawn, High Close, Rawdon, Leeds. LS19 6HF Tel: 0113 2502702

• **UNMADE AMT 1/72ND** Junkers Ju 88G Nightfighter, one or more. Contact Tim Fennell. 106, Essex Road, Romford, Essex. RM7 8AX

• **ANY INFORMATION** on lockheed P-38's, especially the P-38M nightfighter. books, photos, videos, whatever! Also hunting for a copy of Air International, August 1978. Phone Kevin on 01273 205339 evenings only (Brighton).

• **PLASTIC KIT MODELLING** Magazine, Fine Scale Modeller and Scale Model International. Contact Mr G.Davies on 0161 498 8032 or write to him at 63, Austell Road, Manchester. M22 0NG

• **GOOD CLEAN COPY** of "Jet Planes of the Third Reich" by J.R.Smith & E.J.Creek. Your price paid. Contact Mr H.Hares 69, Parton Rd, Churchdown, Gloucester. GL3 2AQ.

Forthcoming Events

Scale Aviation Modeller will advertise forthcoming events in this column free of charge for event organisers who wish to give advance notice of their shows. Write to the editorial address on page 67. We will continue to run your notice until the event is held, space permitting.

• **THE LORDSWOOD MODEL** Club and Revell (GB) are organising their third Junior Modelling Competition on February 3rd, 1996 at the Lordwood Public Library, Kestrel Road, Lordswood, Chatham, Kent. NO ENTRY FEE. More details from Mr D.Jadoul on 01634 841504 after 6pm.

• **THE GREAT YORKSHIRE** Modelling Show 1996. The Leeds branch of the IPMS will be holding a two day exhibition at The Sports Centre in Huddersfield, West Yorkshire, on Saturday and Sunday the 17th and 18th February 1996. For more details contact M.Robson on 01484 537502

Note Change of Date

• **EAST MIDLANDS SCALE** Model Show 96. To be held on the 24th March 1996 at the Hinkley Leisure Centre, Hinkley, Leics. Open from 10am to 4pm. For more details contact Gordon Upton on 01455 230952 (shop hours) or 01455 848772 (evenings).

• **SCOTTISH NATIONAL** Modelling Championships are to be held on the weekend of the 27th and 28th April 1996. All interested traders should contact Mike Mitchell on 01259 212622 and all clubs wanted to attend should contact William Wood on 01259 722428.

• **MAKE A DATE** for your diary! The IPMS Nationals will be held at Donnington Exhibition Centre on the weekend of the 30th November/1st December 1996. The change of date is due to difficulties in the availability of the venue.

• **NORTHERN MODEL EXPO** 1996. One of the largest model shows in the North of England will be staged at the Museum of Army Transport, Beverley, N.Humberside on the weekend of the 23/24th March 1996. Show will feature "open" style competitions and an extensive number of club and trade stands. All interested traders should contact the museum directly on 01482 860445. All competition and club enquiries should be made to Richard Alsop at 54, Howdale Road, Chestnut Farm, Hull, N.Humberside. HU8 9JZ Tel 01482 711300 (eve) or 01482 592173 (day).

• **SUTTON COLDFIELD MODEL** Makers' Society present their annual Model Expo on a new date and at a new venue, so make a note! The event will be staged in the Sutton Coldfield Town Hall on Sunday 15th September 1996. The society is celebrating its twentieth year so why not come along and help us in the festivities. If you have any questions please contact; Mr R.Day (Hon Sec) "Ashgrove", Didgley Lane, Fillongley, Coventry. CV7 8DQ

CLUBS & SOCIETIES

• **YORK PLASTIC MODEL** Society meets the third Friday of each month at Osbaldwick Social Club. Contact Chris on 01430 873408 or Jim on 01904 411515 for information

• **TAYSIDE MODELLING** Society. Meet Friday evenings monthly. Oakbank Community Centre, Perth 1930 to 2200pm. Details from Keith Herd, 38 Ashgrove, Perth. Tel 01738 629555 (Sorry no under 16's)

• **LORDSWOOD (JUNIOR)** Model Club is meeting every Saturday between 4.15 and 6.15pm at the Lordswood Public Library, Kestrel Road, Lordswood, Chatham, Kent. ME5 8TH. The club supplies basic modelling materials and equipment and is sponsored by REVELL (GB), so why not go along and have a look. For more details contact Mr D. Jadoul on 01634 841504.

• **MODELEXE** - East Devon Model Club now meets the last Wednesday of each month at 7.30pm at the St Davids Community Centre, Exeter. All are welcome whatever the standard. Contact Mr K.Sweeting 10, Old Barn Close, Stokecanon, Exeter, Devon. EX5 4AD.

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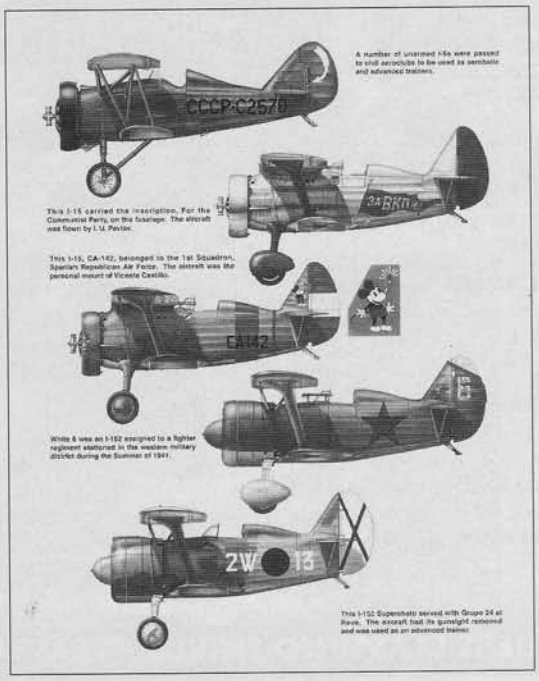
Latest 'In Action' Title

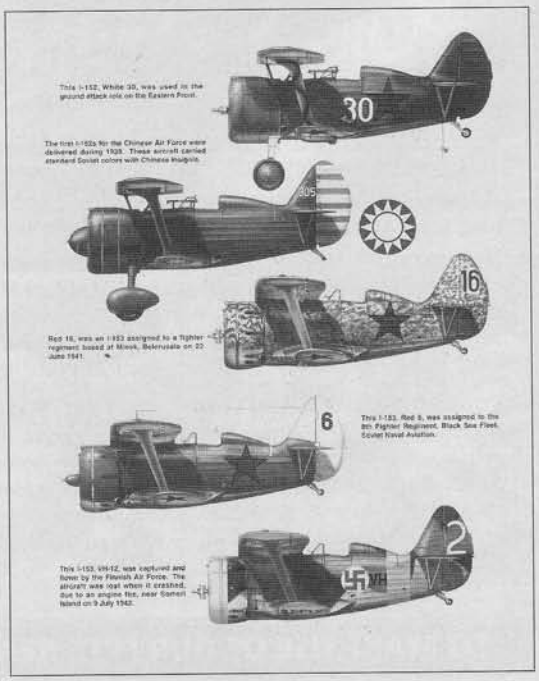
The latest edition in this ever popular series of monographs from Squadron Publications is all about the fighters designed by Nikolai Polikarpov. The book is part one in a two part series, the second part is due in June 1996 *(See Vol 2 Iss 1 Page 5)*.

The book is in the usual layout in so far as it consists of 50 pages in a soft cover. The photographic coverage is all black & white and the centre pages are full of ten colour side views from the skilled illustrative hands of Don Geer. This first part of the series deals with all Polikarpov designs from VT-11(I-5) through to I-153.

The story of each aircraft's design and development is covered and, although the depth is not great, it offers a sound basis on which you can start research. I was amazed to find that Polikarpov's first design was created whilst he was interned in prison. The VT-11 was created in Hanger 7 of the State Aircraft Factory 39 and this was in fact no more than a well guarded prison camp . Polikarpov and many other aeronautic engineers had been interned there by Stalin all accused of "infiltrating the aircraft industry as an enemy". It was not until the VT-11 met all of Stalin's requirements and had been successfully flown that Polikarpov and the rest were released. In the time it took for them to be released no fewer than 150 of their number had perished.

The VT-11 became the I-5 and the





type's further development and operations are dealt with and there are lots of scrap views to show you all the variations. Next comes the TsKB-3 and this design became the I-15. A full set of 1/72nd scale plans of the I-15 is included and its combat use in China is also discussed within the text. The I-15 was license built in Spain and the modifications, including a trainer version, are covered as well as various experiments and modifications which were carried out on the type in Russia. The high altitude I-15GK was fitted with an SK-IV pressure cabin and it attained a new altitude record of 47,818 ft (14,575 meters) on the 21st November 1935.

The TsKB-3B later became the I-152 and this type's prototype and operational use is discussed and there are lots of scrap views to illustrate the development of various features of the type. Once again a set of 1/72nd scale plans of the I-152 is included and there is a good narrative section dealing with the types combat operations. The use of the I-152 by China, Spain and Finland is covered and there is a section dealing with some of the prototype aircraft.

The final design covered in this part is the TsKB-3ter. This later became the I-153 and its development from the I-152 introduces you to the type before the text covers the use of the type. There are scale plans once again and the type's use and combat with Russia is covered as well as a section looking at the type's use by China, Germany and Finland. The final passage of the book deals with the experimental types and includes the I-153 DM which had a pair of DPM-4 ramjets fitted, one under each wing.

Once again this is another excellent title in the series. Squadron, although not going into great depth with each title, still manage to give you enough to make each title a little gem for quick reference. The colour artwork and plans are a bonus and for £7.99 I think they are good value for money.

My thanks to Squadron Publications for the review sample. If you are interested in this book or any others in the series they can be obtained from specialist shops or directly from the UK distributor, Pocketbond. Their address is;

Pocketbond Ltd
PO Box 80, Welwyn,
Herts. AL6 0ND

My thanks to Squadron Publications for the review sample.

New Putnam Title

The series of books on aircraft manufacturers published by Putnam is well established and I suspect that many of our readers have a selection of these titles to assist them in the research. The latest title in the series has recently reached us and it deals with the aircraft of the Tupolev Design Bureau.

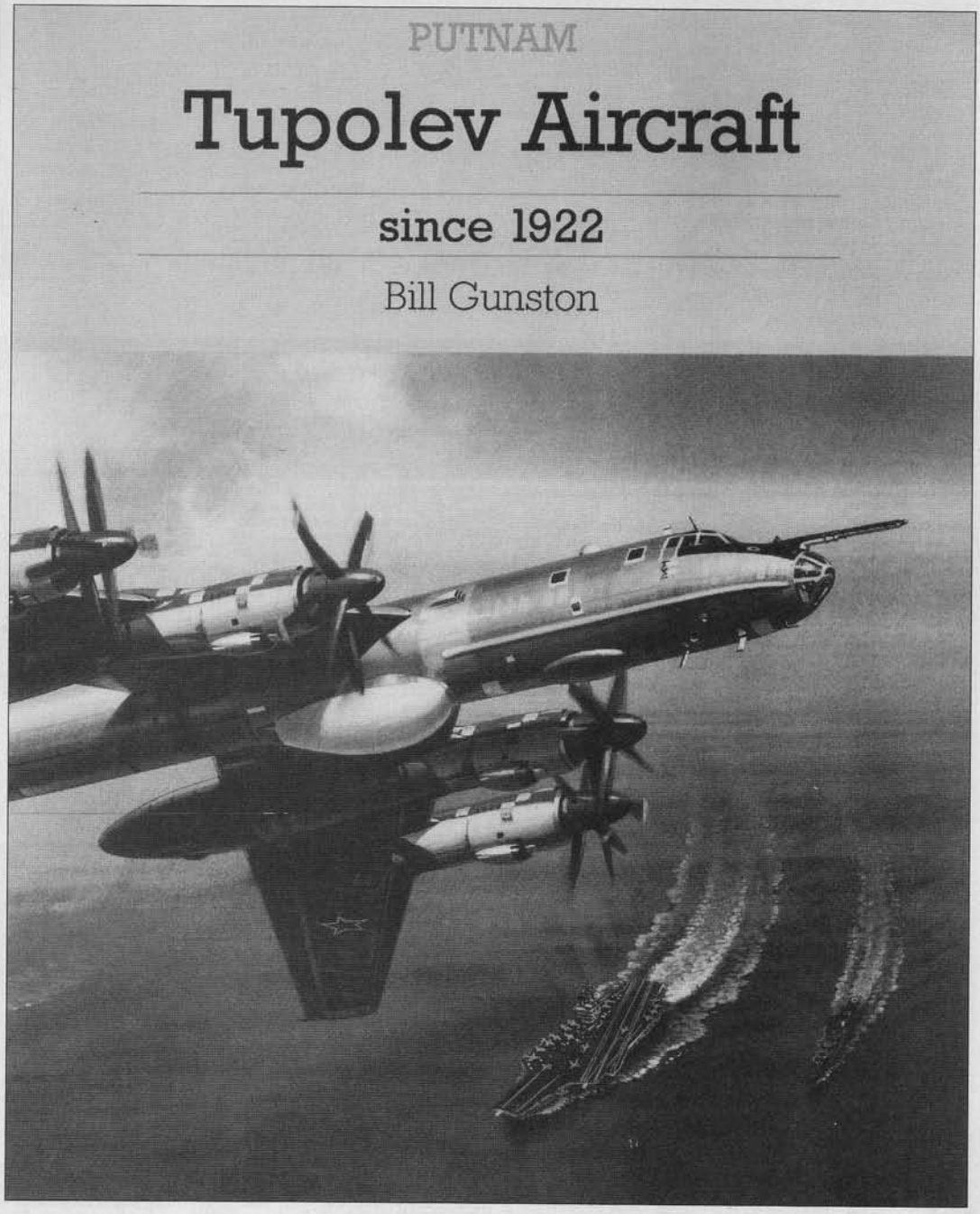
Formatted in the larger 205mm x 280mm size the title deals with all the designs of Andrei Nikolayevich Tupolev. Starting with a basic narrative history of Tupolev's early years the author, Bill Gunston, looks at all of his early designs including the first; the ANT-1 Aerosani (Aero-sleigh) of 1921. He also looks at all the other non-flying related work of the design bureau before he launches into an in-depth look at all the aircraft designs.

Starting with the ANT-1, which is not to be confused with the similarly designated Aero-sleigh, the book works through to the Tu-414 and Triton. The appendix include all the aero engines, weapons and missiles used on Tupolev aircraft. Within the two hundred and fifty pages of this title the author looks at each individual design in various degrees of depth, depending on their success and the vast majority of them are supported with black and white photographs and three view line drawings. Both military and civil designs are covered and the narrative text will help you understand the differences between each variant and mark. This is also supported with additional side views of various variants for certain types.

Overall this title is well researched and written and it will, I am sure, soon find many a home in numerous reference collections. If you have had other titles in this series and you like Russian designs then this book is for you. The UK price for this title is £35.00 and if the price puts you off in any way just consider the amount of cross-referencing various other sources you would require to match the information in this one concise edition.

Recommended to all.

My thanks to Putnam Aeronautical Books for the review sample.



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NEW NEW NEW NEW NEW NEW NEW
THIRD GROUP DECALS

48-015 : Multi National Fiat CR.42 Falco: -Black 70: A Libyan-based Falco, MM4968[?], 70° Sq., mount of Mag. Tito Falconi, 23° Gruppo comander, 4° Stormo C.T [Land Fighters], Summer, 1941.**Red 9:** A Fiat CR.42/B.a Falco, MM8488[?], 387° Sq, 158° Gruppo, 50° Stormo d'Assalto,1942, **Black AJ:** A rarity, this Falco MM?????? is one of at least seventy newly built Falcos impressed into Luftwaffe service after the Italian Facist collapse of 1943; this one reportedly serving with Nachtschlachgruppe 9 at Rieti, Italy, early spring of 1944. **White 5:** This Falco (probably MM4299), one of thirty four examples from either of Fiats first two production batches, served with the II Group, 3° Escadrille "Cocotte Balnche" (White Cygnets) of Belgiums Aeronautique Militaire, Spring, 1940. Black V-203: Falco reportedly flown by Lt. Marton Szonyi, 1/3 "Coeur Asz" (Aces of Hearts) Fighter Sqn, Dnerpropetrovsk, Russia, October, 1941. **£4.50**

48-016: USN Douglas AD-6 Skyraider: - White 501: AD-6 Skyraider of VA-65, September 1955. Overall Glosy Sea Blue with green/white scallops on the engine cowl, green Vertical tail fin tip, and green/white stripes on rudder. **White 414:** AD-6 Skyraider of VA-104, 1956. This Skyraider is overall Glossy Sea Blue with International Orange trim on wingd, horizontal stabilizers, elevators, elevators, vertical fin and rudder. **£4.50**

48-017: USN Douglas A-1H Skyraider; Black 409: A-1H Skyraider of VA-176 "Thunderbolts" off the USS Intrepid (CVS-11) during 1966. This Skyraider was flown by LTJG W.T. Patton, who on October 9, 1966 engaged and shot down a MiG-17 over North Vietnam. **Black 300:** A-1H Skyraider of VA-52 "Maces" of the USS Ticonderoga (CVA-14) during 1966. **£4.50**

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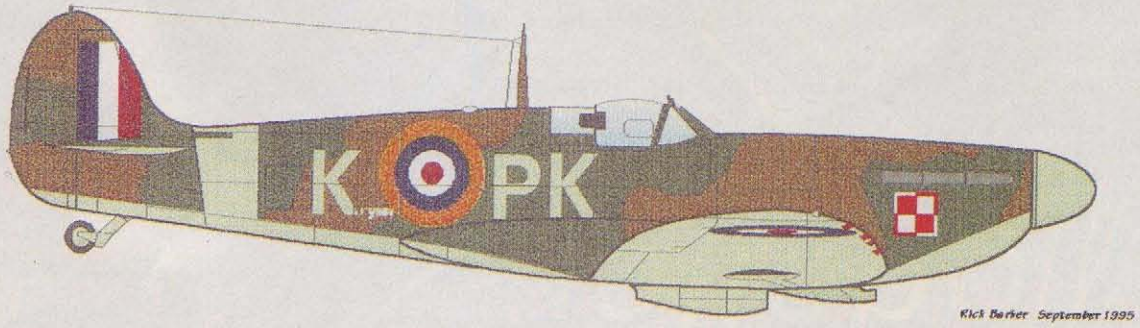

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